

ALL HANDS

JANUARY 1981





Chairman of the Joint Chiefs of Staff, General David C. Jones, USAF, arrives aboard USS Dwight D. Eisenhower (CVN 69), on deployment in the Indian Ocean, for an orientation visit and is presented with a ship's cap by Rear Admiral Robert B. Fuller, Commander Carrier Group Four. Captain J.H. Mauldin, Eisenhower's commanding officer, is at the general's left.—Photo by PH2 R.G. Hayes



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Back: USS *John Adams* (SSBN 620) alongside the submarine tender USS *Canopus* (AS 34) at the Naval Weapons Station in Charleston, S.C. See page 32. Photo by JO1 Lon Cabot.

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A Rich Heritage

Discovering the

Dr. William J. Morgan, head of the Naval Historical Center's historical research branch, recently referred a Navy visitor to the reports of Ernest J. King.*

"Who was he?" the visitor asked.

For those who know their naval history, this question may seem incredible. Or, it may just be another example of a general unawareness of the Navy's history.

David A. Clary, former chief historian of the U.S. Forest Service, described unawareness this way: "Our children believe Abraham Jefferson threw a cherry tree across the Mississippi."

If your knowledge of naval history, like that of the Navy visitor, could stand some improvement, there are countless sources of available information. Among them are the Naval Historical Center, the Naval Historical Foundation and the Naval Institute.

The Naval Historical Center (formerly the Naval History Division, Office of the Chief of Naval Operations), was established at the Washington Navy Yard in 1971 as a shore activity under the Chief of Naval Operations. Its mission is to "conduct and coordinate naval historical matters and provide general library services." Rear Admiral John D.H. Kane Jr., USN (Ret.), director of naval history, heads the center.

"The essence of my job, and that of the Naval Historical Center, is to preserve the Navy's heritage for both current and future generations, and to provide historical data to the Navy, the rest of government and the public," said Admiral Kane. "This includes collecting and preserving official documents and records as well as three-dimensional objects."

One of these three-dimensional objects—actually something more than just an object—is the USS *Constitution*, the oldest commissioned war ship in the world. Assigned administratively to the Naval Historical Center, it is berthed at Boston National Historic Park in what was once the Boston Navy Yard. "Old Ironsides" has a crew of two officers and 47 enlisted men who host more than 700,000 visitors annually.

The center's origins go back to 1800 when the first Navy Department Library was started. President John Adams wrote to Benjamin Stoddert, the first Secretary of the Navy, asking him to prepare a catalog of books for use by his office.

"It ought to consist of all the best writings in Dutch, Spanish, French, and especially English, on the theory and practice of naval architecture, navigation, gunnery, hydraulics, hydrostatics and all branches of mathematics subservient to the profession of the sea."

The library's mission later was expanded to include preserving records of various offices and collecting operational records. History was added in 1919, and after several organizational and name changes, the Naval Historical Center emerged in 1971.

Probably the best known of the center's six branches is the Navy Memorial Museum, in Building 76 in the Washington Navy Yard. This former breech mechanism shop, with display space of more than 30,000 feet, has approximately 5,000 items on exhibit. These illustrate the Navy's development from the Revolutionary War through today.

Commander Terry A. Damon directs a crew of five sailors and seven civilians who do everything from researching, designing and building the

exhibits to keeping them in good repair. They also keep the museum shipshape.

Among the museum's more interesting artifacts is the 7,500-pound fighting top from USS *Constitution*, rigged much as it was on the famous old ship in 1812. The fighting top, a



*Fleet Admiral Ernest J. King, Commander in Chief, U.S. Fleet and Chief of Naval Operations during World War II.

Navy's History

wooden platform situated about halfway up the mast and used to shoot from during battle, is immediately visible to the museum's visitors (more than 145,000 annually) as they enter. It was recently removed from "Old Ironsides" and serves as the focal point for the "wooden ships and iron men"

series of early Navy exhibits.

Also located in Building 76 is the curator branch, described by some as the "Navy's attic." Headed by Henry A. Vadnais Jr. (a captain in the Naval Reserve), the curator branch manages the Navy's historic properties, more than 116,000 artifacts and works of

art. This branch also provides a photographic reference service to the more than 164,000 photos held by the Navy, National Archives, Smithsonian Institution, Naval Institute, Mariners

An 1873 view of Washington showing the Navy Yard (Naval Gun Factory) on the right.

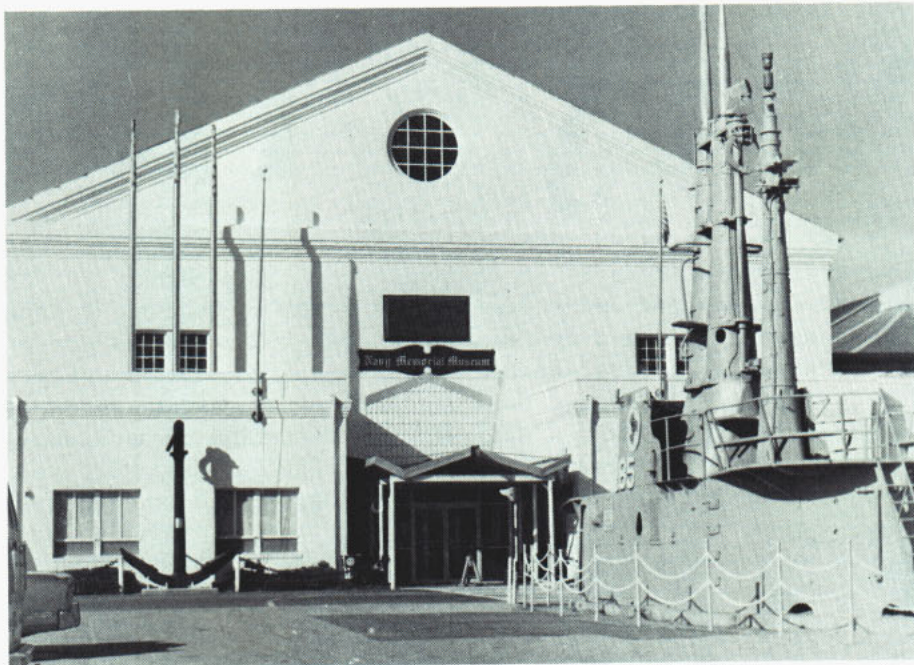


A Rich Heritage

Museum, the Naval Historical Foundation and other sources.

The curator branch accepts naval artifacts—many from ships being decommissioned—and art works from various private and corporate donors. It stores and conserves them and, at times, lends them to Navy, other military and qualifying civilian museums. It also answers thousands of questions about photos and objects in the Navy's collections.

The curator branch manages the collections for historic Tingey House, official residence of the Chief of Naval Operations. Known as Quarters "A" in the Navy Yard, Tingey House was built in 1804. It, along with parts of the Latrobe Gate and Quarters "B" (the Second Officer's House), survived the fire that destroyed the Yard in 1814.



(The fire had been set reluctantly by Captain Thomas Tingey himself on the order of the Secretary of the Navy to keep the Yard and the three ships under construction there from falling into British hands during the War of 1812.)

The oldest section of the Navy Yard itself, the first piece of real estate owned by the U.S. Navy, was designated a Historic Precinct in October 1976 and is listed in the National Register of Historic Places.

The Navy Department Library, on the second floor of Building 220 in the Yard, is the oldest of the center's branches. It has some 130,000 volumes, including a rare book collection of about 5,000 volumes. One of the unique items in this rare book collection is Thomas Truxtun's *Signal Book*, published in 1794; this copy is the only one known to exist today.

Among the wide variety of subjects listed in the library are naval and general histories; navigation, hydrography and shiphandling; naval customs and traditions; aviation; communications and signals; leadership; international law and diplomacy; and warfare, with an emphasis on naval and combined operations. There also are special collections of original manuscripts and other unpublished sources, cruise books, registers and directories and other hard-to-find source materials.

The director of the library, Stanley Kalkus, is also the coordinator of all Navy technical libraries.

The ships' histories branch, with its *Dictionary of American Naval Fighting Ships* (DANFS), is the source for answers to many ship-related questions. The DANFS project evolved in response to a flood of requests after World War II for information about many of the Navy's major ships. The

ships' histories branch responded by preparing detailed, narrative histories on them, including information on physical and performance characteristics; this was—and still is—an exhausting, time-consuming project.

As the existence of these narratives became known, demand for them became so great that Rear Admiral John B. Heffernan, the then-director of naval history, decided to publish them under hard cover. The program got a major boost in the mid 1950s when the Navywide annual command history program was initiated, thus providing the backbone of the information on ships' histories.

To date, six volumes of DANFS, covering ships' names beginning with the letters A through S, have been published. "By early 1981, the seventh and eighth volumes, T through Z, will be published. That will be followed by a revised and enlarged Volume I (A and B)," said Richard Speer, ships' histories branch head.

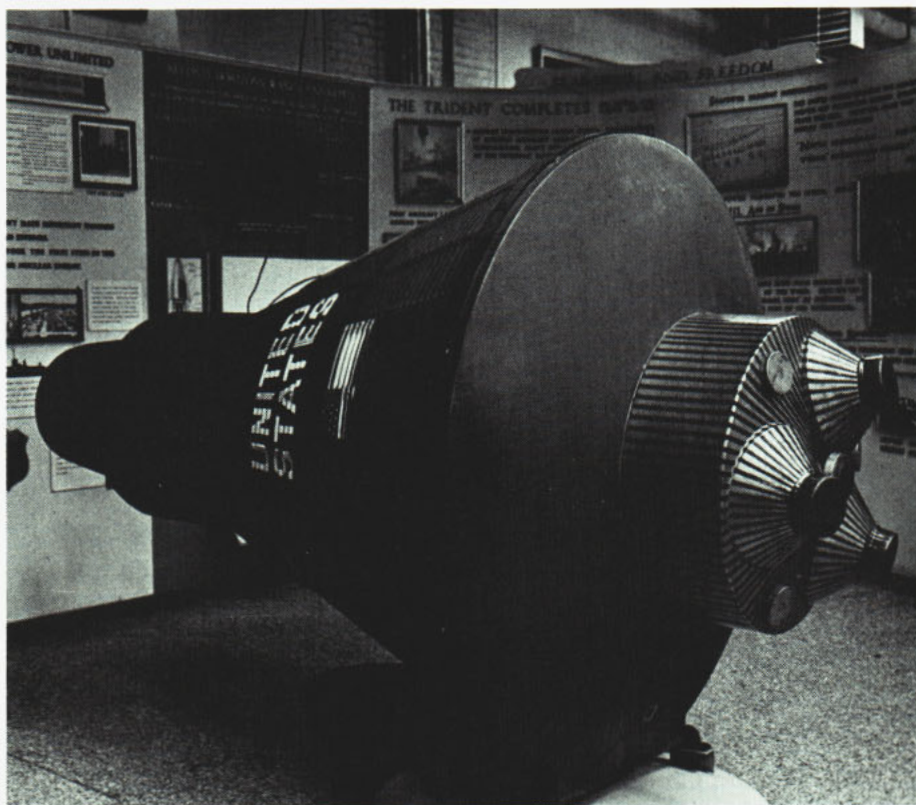
In addition to DANFS, the ships' histories branch administers the ship portion of Navy's command history

program (OPNAVINST 5750.12C), researches and produces brochures relating to ships' histories and researches and proposes names for new Navy ships, as well.

Dr. William J. Morgan said the goal of the historical research branch is "to encourage a broader, deeper understanding of the U.S. Navy's historic role through the preparation and publication of documentary and narrative histories.

"It does this through providing information, based on research, for the Navy, other agencies of government, the scholarly community and the general public."

In addition to answering requests for information, the research branch is producing *Naval Documents of the American Revolution*. Eight volumes have been published to date; the latest was released late in 1980. Other research branch publications include the *Autobiography of Rear Admiral Charles Wilkes, U.S. Navy, 1798-1877*; *Civil War Chronology*; *World War II Naval Chronology: The Chiefs of Naval Operations*.



Upper left: Outside the Navy Memorial Museum. Left: Historic Tingey House in the Yard, now CNO's quarters. Right: A mockup of the Mercury space capsule inside the Navy Memorial Museum.

A Rich Heritage

People looking for records documenting naval operations, strategy, policy and the histories of major shore and fleet commands from about 1939 on, can go to the operational archives branch on the fourth deck of Building 210 in the Navy Yard. "This branch exists primarily to offer assistance to naval and other governmental officials who require information on current projects," said Dr. Dean C. Allard, branch head. "For example, analysts have used documents to study such subjects as the Navy's role in international crises or ship

damage resulting from weapons similar to those that may be used in future maritime conflicts."

The operational archives branch also publishes a number of volumes on modern naval history. These include accounts of World War II, biographies of several 20th century naval leaders, the Navy's official history of the Vietnam Conflict and guides identifying the character and location of naval records.

Another valuable source of historical information is the Naval Historical Foundation. Founded in

1926 as a private non-profit organization, the foundation has worked through the years with the Navy's official historical establishment to collect and preserve important historical documents and artifacts that may otherwise have become lost or destroyed.

Its executive director, retired Captain David A. Long, said it is the single largest repository of personal naval papers in the country, with some 337,000 items indexed in more than 250 individual collections permanently on deposit in the Manuscript Division of the Library of Congress.

Anyone who wishes to use the collection can ask for the desired papers at the Library of Congress. A catalog published by the foundation describes the individual collections.

The Naval Historical Foundation also operates the Truxtun-Decatur Naval Museum at 1610 H St., N.W., Washington, D.C. (admission is free), and has a sizeable photographic collection which is being cross-indexed with the Navy's.

Anyone interested in preserving and furthering the Navy's history is eligible for membership in the foundation. For more information, write the Naval Historical Foundation, Building 220, Navy Yard, Washington, D.C. 20374.

The Naval Institute in Annapolis, Md., offers yet another specialized source of historical information through its oral histories program. Begun in 1969 under the direction of Dr. John T. Mason, the institute holds more than 100 large volumes of reminiscences that have been taped and transcribed.

Centered exclusively on the U.S. Navy, the Naval Institute's oral history program is important because, according to Dr. Mason, "despite the multitudes of official documents today. . . they rarely supply the personal



Navy Memorial Museum contains a wealth of Navy history such as (left) USF Constitution's famous fighting top and (right) atomic bomb casings, World War II 5" guns and missiles.

element that is so vital to the writing of readable histories.

"In a less frenetic age, other sources were available—the private diary, the self-revealing letter, the personal papers. It is these sources that are drying up in our time."

Several major commands also have historical sections that are rich sources of specialized historical information.

Among these are the Naval Air Systems Command; the Aviation History Office of Deputy Chief of Naval Operations (Air); the Naval Facilities Engineering Command Historical Information Branch at Port Hueneme, Calif.; historians at the Naval Academy, the Naval War College and the Naval Postgraduate School; and the Naval Research

Laboratory in Washington.

In addition to the Navy Memorial Museum in Washington there are several other official Navy museums, plus a number of historical ships maintained by private organizations at various locations around the country. They—like the other sources of information—provide interesting insights into the Navy's rich history and traditions.

Contrary to the notion some people may have of the Naval Historical Center as a stodgy bunch of antiquarians poring over old books and documents, the Naval Historical Center is a lively place.

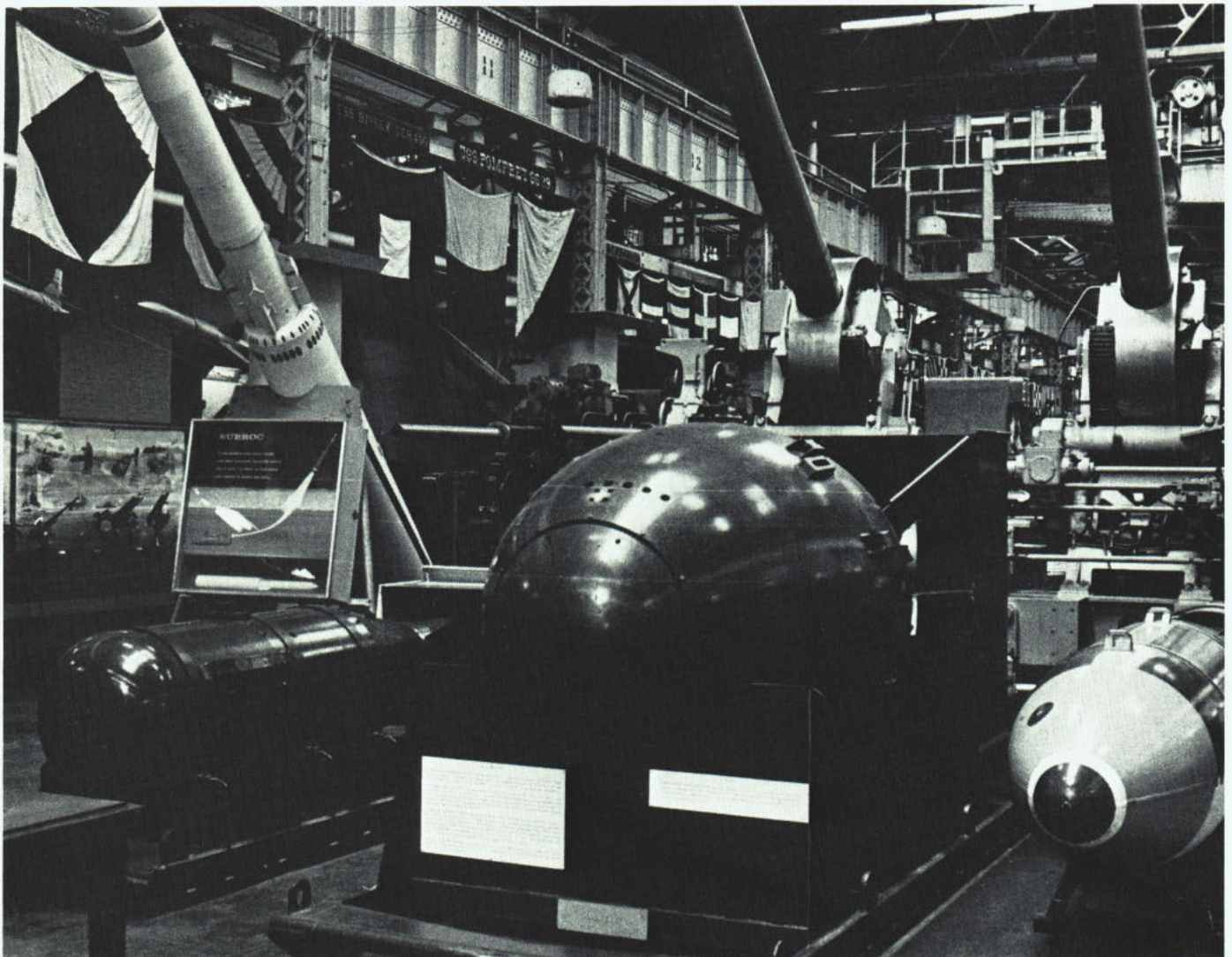
Last year, for example, center people responded to more than 9,000 information requests from the Navy,

other government agencies and the public. And 339 visitors made more than 1,400 separate visits to the operational archives alone.

"For a history buff like me, I can't think of a better job," said Admiral Kane. "I just hope others in the Navy will take advantage of the tremendous resources available to them, both here at the center and elsewhere, to find out more about the history of this great Navy of ours."

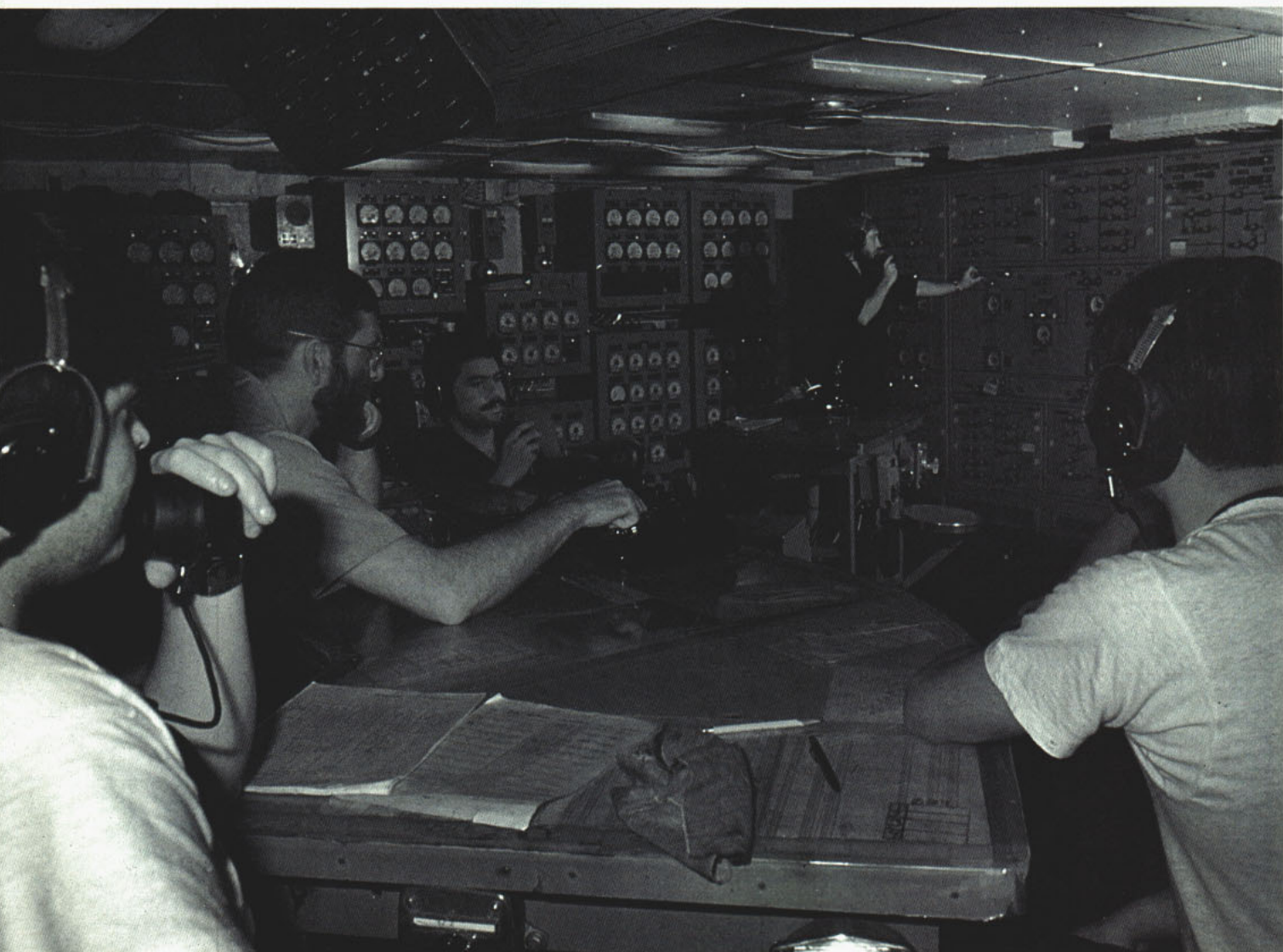
Sometime during 1981, the Naval Historical Center, including the Navy Department Library, is scheduled to move in the Washington Navy Yard to a complex of historical buildings which has been designated the Dudley Knox Center for Naval History.

—By Lt. Stephan D. Frank



USS Ranger

Ranger's Winning Ways



Winning isn't everything.

It's the only thing.

—Coach Vince Lombardi

As a team with the will to win, the engineers aboard *USS Ranger* (CV 61) couldn't agree more with Coach Lombardi. Besides, they practice their belief every day.

That will and a strong sense of team spirit have brought *Ranger* to its recent string of successes in deployment and pre-deployment readiness reviews. That same conviction of purpose has led to the winning of the Engineering "E" for the carrier's engineering department.

According to Lieutenant Commander Bill Slover, main propulsion assistant, Lieutenant Junior Grade Norman Horn, electrical officer, and Lieutenant Commander Tom Sego, damage control assistant, *Ranger's* winning ways can be traced to some very positive actions on the part of the carrier's chief engineer and the engineering department personnel.

As Sego said, "There's a heavy spirit of coordination and cooperation within the department. We don't have any organizational resistance. No one says, 'It's not my job.'"

Chief Engineer Commander Claus Zimmermann took over *Ranger's* 280,000-horsepower plant in April

1979. A veteran of 11 years' duty in aircraft carrier engineering, he began building for success by "improving material condition and morale through motivation, pride and personal recognition."

That positive attitude plus Zimmermann's plan to attain one significant success and then build on it began to pay off in more ways than one. Consider the following:

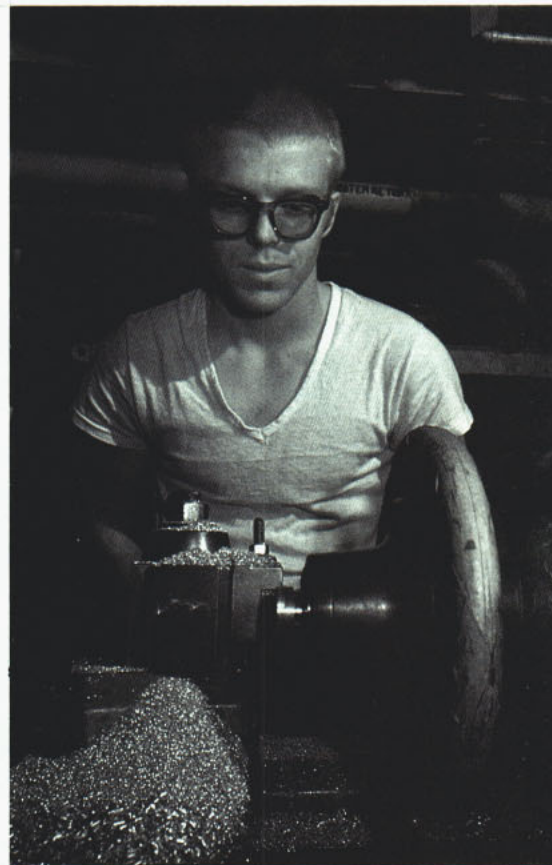
- During the major Selected Restricted Availability (SRA) industrial period following the 1979 deployment, the engineering department set sights on being lit off and fully tested on schedule at the end of the work period—a most difficult goal for a ship as complex as an aircraft carrier.

"The spirit caught," Zimmermann said, "and we were under way on time with all equipment in commission."

- In Refresher Training (RefTra)—where carrier engineering historically fares poorly—*Ranger* attained one of the highest scores ever recorded.

- In the Operational Propulsion Plant Examination (OPPE), *Ranger* and most other carriers also have had historically poor track records. "This time," Zimmermann said, "the crew had the spirit and was organized, and *Ranger* became the first Pacific Fleet carrier to achieve an unconditional recertification on the first attempt."

- Following the Operational Readiness Examination (ORE), where engineering recorded an unprecedented grade of 100, and then the Command Inspection, which resulted in a grade of outstanding for all seven divisions, the ship was awarded the engineering "E" as the Pacific Fleet carrier with the



most capable overall engineering operation.

An enlarged version of the red "E" was then painted on the ship's stack. A sense of pride immediately began to show within the department.

"As I walked along the pier one day," Slover said, "one of my men stopped me, pointed up at the stack and said, 'That E is the coolest thing.'"

"It seems old-fashioned to show

Ranger men on the job in Central Control (opposite page) standing ready to respond to fire and other casualties; in No. 2 Main Machinery Room (left) manned by FN Chris Maestas and MMFN Eric Smith; and in the Metal Shop (above) where FN Larry Brandel makes a sounding weight on a lathe.

USS Ranger

pride and he didn't want me to tell anyone about it—peer pressure is a tremendous thing—but he felt it.”

Slover laid much of the credit for the winning attitude on the chief engineer, calling him “a leader you perform well for because you want to.”

“The chief engineer expects a lot. . . drives us a lot,” Horn said. “You don’t want to let him down.”

“His leadership and engineering experience provide the guidance, the corporate knowledge,” Sego said. “The function heads generate the enthusiasm and the team effort, and that spirit carries all the way down the line.”

“The integral element is cooperation,” Slover said. “The situation is ripe for fractionalism, but it just isn’t there.”

In a time when many are complaining about the low numbers and poor quality of junior personnel, Slover said his manning situation has a silver lining.

“Perhaps the austerity allows the people here to excel,” he said, pointing out that the senior watchstander in many spaces—the top watch—is a petty officer third class.

“That watch was traditionally a CPO or PO1 watch,” Slover said.

“Now the PO3 handling this increased responsibility has the ability, in time, to become a better first class petty officer. This is especially noteworthy in view of the high quality of some of the more senior petty officers in *Ranger*’s engineering department today.

“We have a boiler tech first class (Eugene Beltran) who was the ship’s oil king when he was a second class. He was responsible for all the ship’s boiler water chemistry and the transfer and inventory of all propulsion fuel—a tremendous responsibility,” Slover said. “That billet used to be filled by a master chief petty officer and yet our second class did a tremendous job. Hell, he’s still doing it.”

Another prime example of high quality is Senior Chief Boilerman Technician Bennie Smith, the senior enlisted man working in the propulsion branch of engineering.

“I can’t use words to describe how good he really is,” Zimmermann said of Smith. “He’s a worker who’ll never



*Left: HT2 Ivan English concentrates the flame on an exact point in a metal bar to enable it to be bent into a brace. Below: MMFN Ricky Smith checks a spring bearing, on one of *Ranger*’s four shafts. Upper right: MMFN Mike Riebold closes a hydraulic pump valve for the No. 2 aircraft elevator. Right: EN3 Larry Passafuma secures No. 1 diesel generator to perform routine maintenance.*





quit until he drops; he's a stimulus for the younger people."

"The quality and the hard work always amaze me," Horn said. "You just get caught up in the enthusiasm."

"You want to put in that extra effort to do better than you thought you could," he added. "We're a team. We

all take pride in each other's accomplishments."

A key to the building of the team spirit has been a system of handling outstanding accomplishments as well as equipment failures and personnel errors. *Ranger* has a vigorous Command Advancement Program and a strong Sailor of the Month program. Much effort has been devoted to giving recognition.

Efforts also have been made toward directing attention in the event of an equipment failure or personnel error.

"Captain Box (*Ranger's* commanding officer, Roger Box) has provided the atmosphere for engineering success," Zimmermann said. "We're fortunate to have a commanding officer with his knowledge of shipboard engineering."

"But we recognize that machinery and equipment will fail and that people will make mistakes. When something happens, we try to reconstruct what occurred and use it as a training tool

rather than a disciplinary opportunity."

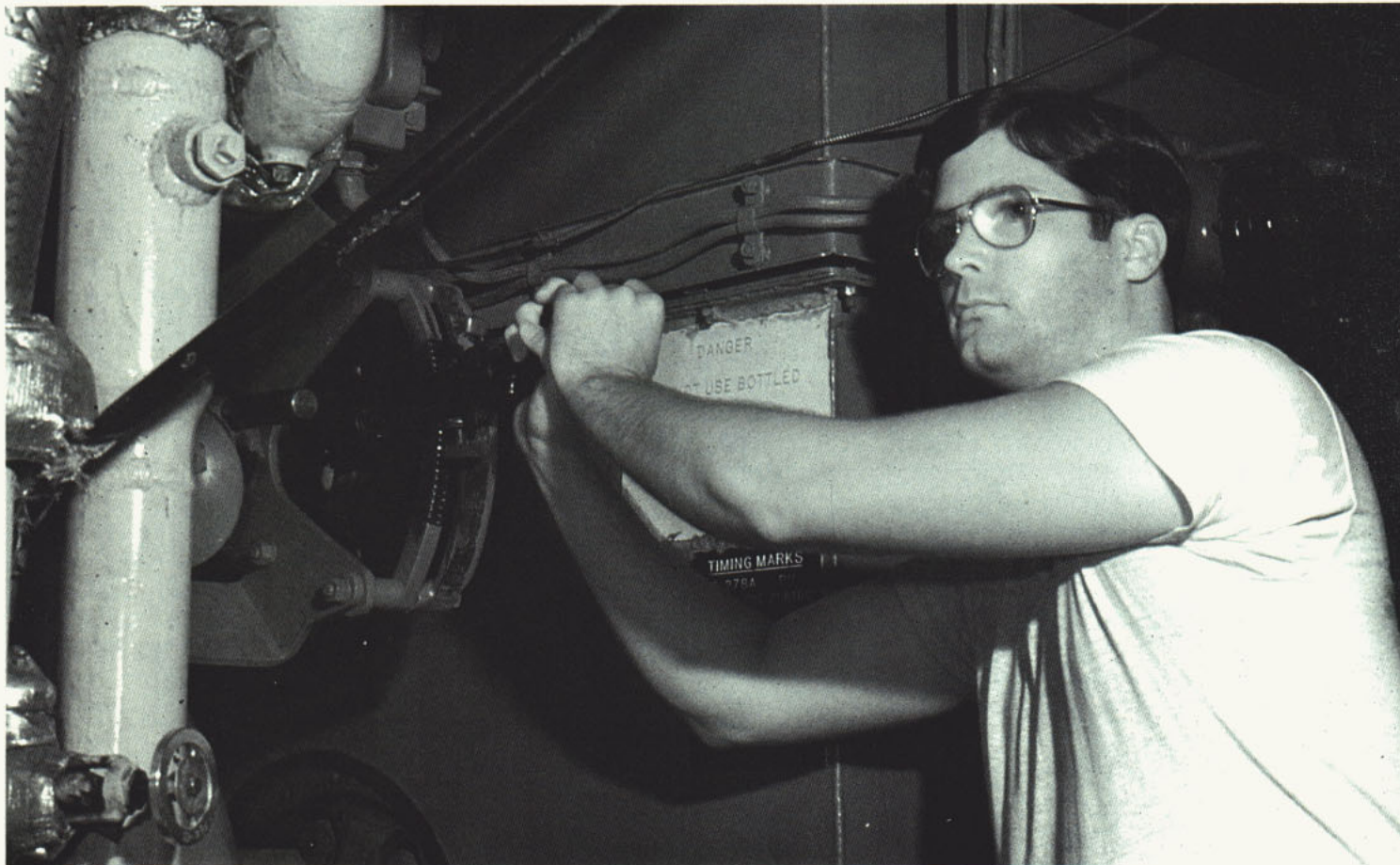
From all of this, a strong team spirit has emerged on *Ranger*.

"Think about these young guys, with little training, doing things you wouldn't expect of their seniors," said Horn.

"The bottom line is never letting a piece of equipment stay out of commission. Attack each machinery or equipment disruption as a top priority and do whatever is humanly possible to get the job done. Each man thinks of material condition as his personal responsibility. An excuse is not enough."

"We're all goal oriented," Sego said, "and our goal is: Under way on time, every time, in the best material condition possible with the proudest crew. We're willing to give whatever it takes."

—Story by JOC Paul Versailles
—Photos by PH2 Alex Hyde and
PH2 Dean Seigny



Floating Gas Station

It's after midnight as the Seventh Fleet aircraft carrier maneuvers alongside the fleet oiler in the choppy seas of the Indian Ocean.

In the darkness, red safety lights illuminate the orchestrated activity on the oiler's deck. Seamen wearing life jackets and multicolored safety helmets shield their faces from salt spray as they make their way across the deck to designated stations.

A deep voice booms over the oiler's 1MC welcoming the carrier and its crew alongside.

At 12 knots, the 80,000-ton carrier keeps pace alongside, dwarfing the oiler. The first command is sounded: "Prepare to receive shotlines fore and aft."

A crew member steadies himself at the *Mispillion's* port rail with a rifle braced against his shoulder, a coil of red line in his left fist. A sharp crack is heard and the shotline is propelled across churning water to the carrier 35 meters away. Small, green chemical lights attached to the shotline by strings track the arc of the line through the night.

Moments later, on the starboard side of the 644-foot "floating gas station," a signalman sends a frigate, steaming astern, the same flashing light signal the carrier received earlier—"ready to replenish." As the frigate cautiously glides into position, more shots echo in

the night—crew members hurriedly secure the numerous telephone and distance lines that span the distance between the three ships.

The main deck of the fleet oiler—appropriately named the "jungle deck" because of the array of hoses, valves and pipes entwining it—is alive with activity. Whining, screeching winches hoist the heavy fuel hoses into position. When the nozzled ends of seven-inch hoses are locked firmly into the female fittings of both carrier and frigate, refueling begins.

This oiler is unlike most Navy ships. It is the USNS *Mispillion* (TAO 105) commanded by a civilian skipper, Captain James T. Gehrig, and is part of the Military Sealift Command (MSC). A Navy command equivalent to a fleet command, MSC has its headquarters in Washington, D.C. Area commands are located in Bayonne, N.J.; Oakland, Calif.; Yokohama, Japan and Bremerhaven, Germany.

The Military Sealift Command is responsible for the ocean movement of military cargo for the Department of Defense. It uses two types of ships to accomplish this: chartered ships (commercial) with union crews and U.S. Navy-owned (USNS) ships with civil service crews. *Mispillion* is of the latter type, primarily manned by civilian marine personnel, but with a U.S. Navy military detachment on board.

Each ship is under the command of a civilian master licensed by the U.S. Coast Guard. These masters are veteran shiphandlers.

The 16-man Navy detachment on board *Mispillion* provides the ship with communications support, both electronic and visual. There are five different Navy ratings aboard: eight radiomen, three signalmen, two electronics technicians, one operations specialist and one yeoman.

During an underway replenishment (UNREP), the military detachment helps man the bridge, the signal bridge, radio and distance lines and provides sound-powered telephone talkers.

The rest of *Mispillion's* 124-man crew are civilians who are enginemen and pumpmen, boatswain's mates, quartermasters, deckhands, stewards and various other sea-going professionals.

USNS *Mispillion* is a modern oiler which provides rapid refueling of Seventh Fleet ships and task groups in the Western Pacific and Indian oceans. The oiler's presence enables Seventh Fleet units to remain on station for longer periods of time.

A rifle (opposite page top) hurls the shotline across from Mispillion to its customer. Right: Fuel hoses, telephone and distance lines span the breach between Mispillion and USS Constellation (CV 64) during an UNREP in the Indian Ocean.



USNS Mispillion

"This baby is capable of refueling a task group in eight hours if everything's slick," said Chief Operations Specialist Gerald L. Sullivan, who is also leading chief of the military detachment. "Usually, we receive a message from a ship a day or two in advance requesting an UNREP. But at times we get a request for services on short notice and may not have the proper hoses rigged. Changing rigs takes time."

In addition to underway replenishment, *Mispillion* accommodates five 20-foot refrigerator containers to transport chilled and frozen stores. Versatile as well as mobile, the 35-year-old ship has a helicopter pad on its bow for rapid transfer of other products such as pallets of soft drinks, candy, fleet freight, mail and personnel—provided, of course, that the receiving ship has the necessary helicopter.

"This is my third deployment to the Indian Ocean since the buildup began," said Navy Signalman Kerry W. Mills. "I've been involved in more than 100 UNREPS and believe me, they still excite me. The tempo of operations is fast and the work is hard, but it's really something to see."

"The men assigned to *Mispillion* are professionals. We all know we play an important role in the Indian Ocean. We work well together and relationships between civilians and sailors are great."

The yellow and blue stack markings of MSC ships are distinctive. At present, MSC operates four oilers in the Western Pacific and Indian oceans: *Mispillion*, *Passumpsic*, *Navasota* and *Hassayampa*. These fleet oilers are part of the MSC nucleus fleet which performs a wide variety of jobs for the U.S. Navy around the globe. In addition to the oilers, MSC operates a variety of other auxiliary ship types including ballistic missile resupply ships, scientific support ships, fleet auxiliary vessels and ocean going tugs. There are more than 200 uniformed Navy people



Above: Pumpman Walter White opens a fuel valve. Right: Inside his two-man stateroom, SM1 Ala Tuu uses a makeshift ironing board.

assigned to MSC ships.

USS *Mispillion* was commissioned in 1945 and 20 years later was jumboized with a new mid-body section increasing cargo capacity from 100,000 to more than 150,000 barrels. In 1974, *Mispillion* was decommissioned and transferred to the Military Sealift Command. Since then, the oiler has conducted more than 2,000 underway replenishments.

From January to July 1980, *Mispillion* conducted 113 underway

replenishments, transferring more than 35 million gallons of fuel to Seventh Fleet ships in the Indian Ocean.

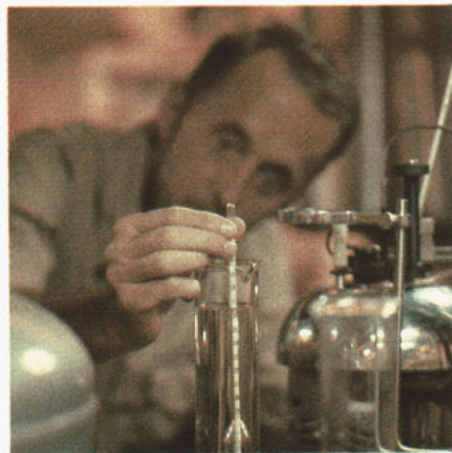
"At present, we are floating on top of more than \$10 million worth of fuel," said Norman O. Jolicoeur, the ship's cargo officer. "Normally, when fully loaded, *Mispillion* carries about 115,000 barrels of DFM (diesel fuel, marine) and 60,000 barrels of JP-5 aviation fuel, as well as bottled gas and oil."

As cargo officer, Jolicoeur is con-

cerned with quality control—an element he considers essential in a successful mission.

"Preplanning and foresight also are important," he explained. "I have to know where the fuel receiving stations

Lower left: A cargo hook from the underside of a CH-46 Sea Knight. Below: Pete Petersen makes a gravity test on a fuel sample. Bottom: Mispillion's James R. Dion takes RMI Robert M. Besenyei's blood pressure.



USNS Mispillion

are on each ship we serve. Also, it's important that I am certain the fuel is drawn evenly from the storage tanks aboard *Mispillion*."

A six-year MSC veteran, Jolicoeur, son of a retired MSC master, has been assigned to all four of the TAOs in the

USS Bagley (FF 1069) moves up to Mispillion for underway replenishment.

Western Pacific and Indian oceans. He finds *Mispillion's* military detachment an enthusiastic group of sailors.

"They have their responsibilities and we have ours," said Jolicoeur. "But many of the sailors don't hesitate to jump in and lend a helping hand when needed. Both groups realize we have a mission to fulfill. They're professionals; they respect each other and

everybody wants a well-run ship."

MSC ships have grueling operating schedules. *Mispillion* is no exception.

"When *Mispillion* goes to sea she usually operates for long periods, especially now," said Sullivan. "Even when she returns to Subic Bay, it's usually only for a short rest and then back to sea again for another 100 days or so."

MSC-

Can you imagine a woman admiral heading up a U.S. Navy fleet?

Rear Admiral Bruce Keener III can.

"The idea is not unique that one day a woman officer will occupy my chair," the commander of the Navy's Military Sealift Command (MSC) told an audience in Chicago not long ago.

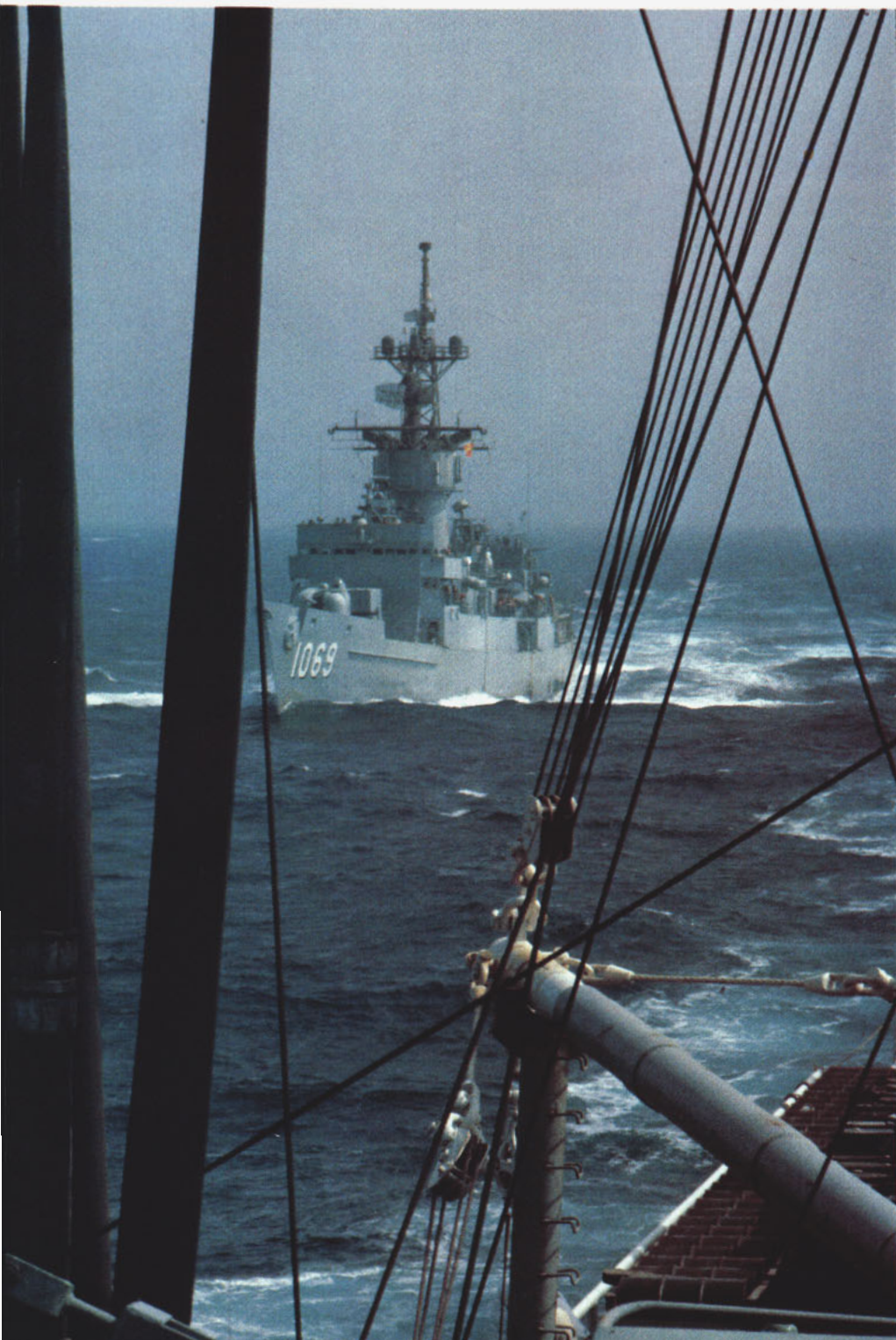
The MSC-controlled fleet, which ranges from oilers, fleet tugs, tankers, breakbulk ships and roll-on/roll-off vessels to reefers, missile tracking ships, oceanographic vessels and cable layers, is responsible for providing all sealift logistics for the U.S. armed forces and other government agencies.

Some of the key officers in MSC are women. And Admiral Keener wants more—on his staff in Washington, D.C., and in MSC commands around the world. He has practical reasons.

"Regardless of whether the draft is reinstated or not, nothing can change the fact that the U.S. male population of military age is going to decrease by 25 percent in the next five or six years.

"Also, experience in MSC has made me a strong believer in the ability of female officers to equal and even exceed the performance of their male counterparts," he said.

He singled out two of his women officers, Commander Elizabeth G. Wylie, a former CO of the MSC Office in Seattle, Wash., and Commander Katharine L. Laughton, the present CO of the MSC Office in Port Canaveral, Fla., saying that one day either could possibly become the com-



"There is no disbursing office or barbershop aboard. Plus there are long periods when we go without mail."

"But the good points outweigh the bad," interjected Mills, "and one of the most interesting things is swapping sea stories with the old timers on board. Average age for civilians is 55 and believe me, some of the sea tales they tell are unbelievable."

With the first rays of daylight visible through the overcast sky, the hazy outline of the refueled frigate disappears over the horizon. The flurry of activity on the oiler's deck slackens. The last of the fuel trickles aboard the carrier; the *Misphillion's* rig bosses direct their men's activity as the carrier's crew unhooks the heavy nozzles.

Their mission complete, Mills signals

the oiler's customer to "break away." Lowering a signal flag from the ship's flag hoist, he grins as the tune, "It's Been a Hard Day's Night," drifts over the sea from the carrier's IMC system.

"There's a hell of a lot of truth to that," he said.

—Story and photos by PHC Ken A. George

A Super Opportunity

mander of MSC.

Asked if she could see herself in such a role, Wylie, a 19-year Navy veteran said, "I go one step at a time. As far as I'm concerned, MSC is a super opportunity for an operational subspecialty for women officers."

Wylie was stationed in Saigon during the Tet offensive in the Vietnam Conflict. She served in London and Bremerhaven with MSC when it was called the Military Sea Transportation Service. As commander of the Seattle Office, Wylie had port operational control of all MSC ships in the Washington and Oregon area.

Now assigned to the strategic concepts branch of OpNav, she said she would welcome an opportunity to return to MSC when her present tour is completed.

Laughton is believed to be the first woman officer to have operational control over Navy ships. All missile tracking ships in the Atlantic were under her command in addition to some chartered cargo ships, tugs and barges supporting downrange tracking stations in the Caribbean.

Laughton, with a background in computer technology, was commissioned in 1964 after graduation from the University of California.

There had been some skepticism, she recalled, when she first took command, but she accepted that. "I wouldn't be here today if I didn't think I could handle that aspect of command," Laughton said.

Many other women officers in MSC hold responsible positions. One is Commander Kathleen A. Hammel, MSC deputy contracting officer. Hammel obtained her commission in 1965 after graduation from Caldwell College, Caldwell, N.J. The Navy trained her as a contracting specialist. She mastered procurement management, contracting administration, contract law and negotiation tactics; however, she never expected to charter \$800 million worth of ships each year.

Hammel deals in all types of chartering of commercial carriers. She has chartered everything from cargo ships making supply runs to U.S. installations in Alaska to tugs and barges transporting cargo to Guantanamo Bay, Cuba.

Other jobs held by women officers in MSC include billets in communications, personnel, managing scientific support ships, integrated sealift and strategic mobility operations.

More women are welcome to MSC. And more women officers undoubtedly will be detailed to more responsible positions in the future. Latest figures show 108 women officers and 668 enlisted women are serving aboard 27 noncombatant ships in today's Navy. Their expertise is welcome at MSC.

"I have told the Chief of Naval Personnel that we will accept virtually any number of female officers. They have proved themselves and I am proud of their contributions to our organization," Admiral Keener said.

"And if mobilization should come, they could make a difference between success and failure—first and most important by their competence. Second, by freeing male officers for combat."

—By Martin Gershen

MSC Billets

Military Sealift Command seeks the following officers and enlisted ratings aboard its ships.

Officer: Lieutenant Junior Grade 1110

Lieutenant 1110

Lieutenant Commander 1110

Enlisted: Electronic Technician E-4 and E-5

Radioman E-4 - E-7

Hospital Corpsman E-6

Personnelman E-4

Storekeeper E-4 - E-6

Yeoman E-5 and E-6

Signalman E-4 - E-6

Operations Specialist E-5, E-6 and E-8

Gunner's Mate E-4 - E-7

Data Processing Technician E-4 and E-5

Seaman E-3

Officers should apply to their detailers. Enlisted personnel on shore duty should indicate their choices on their duty preference card. Personnel on sea duty may request service aboard MSC ships by submitting a NAVPERS 1306/7.

F/A-18 FIT: A



The F/A-18 *Hornet*, newest strike-fighter scheduled to replace both the Navy A-7 and Navy/Marine Corps F-4, has something going for it and it's unique. It's a full-time, permanently staffed Fleet Introduction Team (FIT) whose sole responsibility is the *Hornet*.

Headquartered at Naval Air Station Lemoore, Calif., the F/A-18 FIT is the first component of its kind with a permanently assigned staff responsible for introducing a new weapons system into the fleet. Though aviation FITs are not new, earlier teams were composed of collateral duty personnel.

As part of the Pacific Fleet's Light Attack Wing, the team's job is twofold. In addition to lining up and monitoring progress of ground facilities

and support equipment, the FIT provides *Hornet's* manufacturer with current fleet experience that aids in the design and development of the aircraft and its components. This allows the manufacturer to incorporate fleet experience into its development process, thus providing a weapons system that will meet Navy and Marine Corps needs.

"With FIT, the manufacturer can get rid of problems even before they crop up," said Captain Pete Ogle, FIT project officer. "We provide 'lessons already learned'—experience of what will and what won't work out in the fleet."

This "lessons already learned" experience is provided by subject matter

experts (SME) who are specialists in their respective fields. Divided into either maintenance or operations sections, enlisted SMEs are assigned to the team by Navy Enlisted Code (NEC) or Marine Military Occupational Specialty (MOS).

Assignment in the maintenance section is in one of the following systems: airframes/hydraulics, pneumatics, emergency/survival, fuel/power plants, electrical power/lighting and flight control. Also, communication/navigation, weapons control/delivery, automatic test equipment, plus armament, aircraft handling, structures and composites. Each SME also is responsible for reviewing ground support equipment plans and require-

Twofold Job



ments for each related system within the expert's area of knowledge.

Each SME was handpicked for background experience and leadership potential. Rating assignment detailers for both the Navy and Marine Corps were the focal points for screening and nominating. However, actual selection was by FIT's initial staff under the Commander, Light Attack Wing.

"To enter the program, each SME had to have a five-year obligation," Ogle said. "No one near retirement was considered. We wanted to ensure that the people who started with the program stayed with it."

As leading authorities on fleet capabilities, SMEs monitor the *Hornet's* development and test programs. They

review F/A-18 proposal documents for differences between proposals and what the experts know to be true of fleet maintenance capabilities. An SME can make recommendations for change.

"It's not easy to pick these things up from just a document," said Marine Gunnery Sergeant Dan Schmaltz. "You've got to rely on your experience besides making a lot of phone calls to the manufacturer to make a proper decision."

Schmaltz said that since the F/A-18 project is a combined Navy/Marine program, each SME has to look out for the other service.

"We follow the 'aqua' concept—you take Marine green and Navy

blue, mix them and get aqua. That's what our decisions are based on—whatever is best for both."

While maintenance SMEs make up the major part of FIT, another important component is the Instructional Systems Advisory Team (ISAT). As with any new major military acquisition, the law requires that the manufacturer provide a training package that can be used to train personnel in the operation and maintenance of the new equipment. The ISAT, with detachments in St. Louis and Le-moore, monitors the progress of all courseware needed to instruct new students. They also ensure that each instructional package is tailored to Navy and Marine Corps training formats.

F/A-18 FIT

Lieutenant Commander Jeff Fredrick, officer in charge of the St. Louis ISAT detachment, said, "When a rough training package is turned over to the ISAT, it's our job to make sure it relates to fleet experience and ability. By using our experience as fleet maintainers, operators and instructors, we can eliminate problems before they reach the fleet."

The actual introduction of *Hornet* to the fleet is the job of the FIT operations section. Under Major Gary VanGysel, progress of all operator training facilities for the F/A-18 is closely monitored. This includes development of flight simulators, air training space, hangar facilities, fuel farms and even acquiring adequate bachelor officer quarters to berth students while they undergo the *Hornet's* flight training syllabus. Operator training facilities will be located at the naval air stations at Lemoore, Calif.; Cecil Field, Fla.; and Fallon, Nev., as well as Marine Corps air stations at Yuma, Ariz.; Beaufort, S.C.; El Toro, Calif.; and Iwakuni, Japan.

Operations additionally reviews all

ISAT decisions concerning the operator instructional package that will be used to train all *Hornet* pilots.

The initial cadre of instructor-pilots for the entire fleet training program will come from the FIT's operations section. "Our instructor-pilots must be of the same caliber as the maintenance SMEs," VanGysel said. "Each must have previous experience as a fleet readiness squadron instructor. Each must be considered an expert in either the attack or fighter community."

Another function of the operations section is to establish the *Hornet* Learning Center at Lemoore. "The center will be designed from the ground up to afford students an uninterrupted academic learning environment," VanGysel said.

The center will house eight flight simulators of three different types to give students basic hands-on throttle and stick training; twilight/night simulation with primary missions of emergency procedures, instrument and carrier landing training; and training in tactical flying.

"The weapons tactics trainer will be the most advanced in the Navy or

Marine Corps," said FIT's simulator technician, Chief Tradesman Chuck Oliver. "When a student steps into the simulator, it'll be like stepping right into the middle of a dogfight."

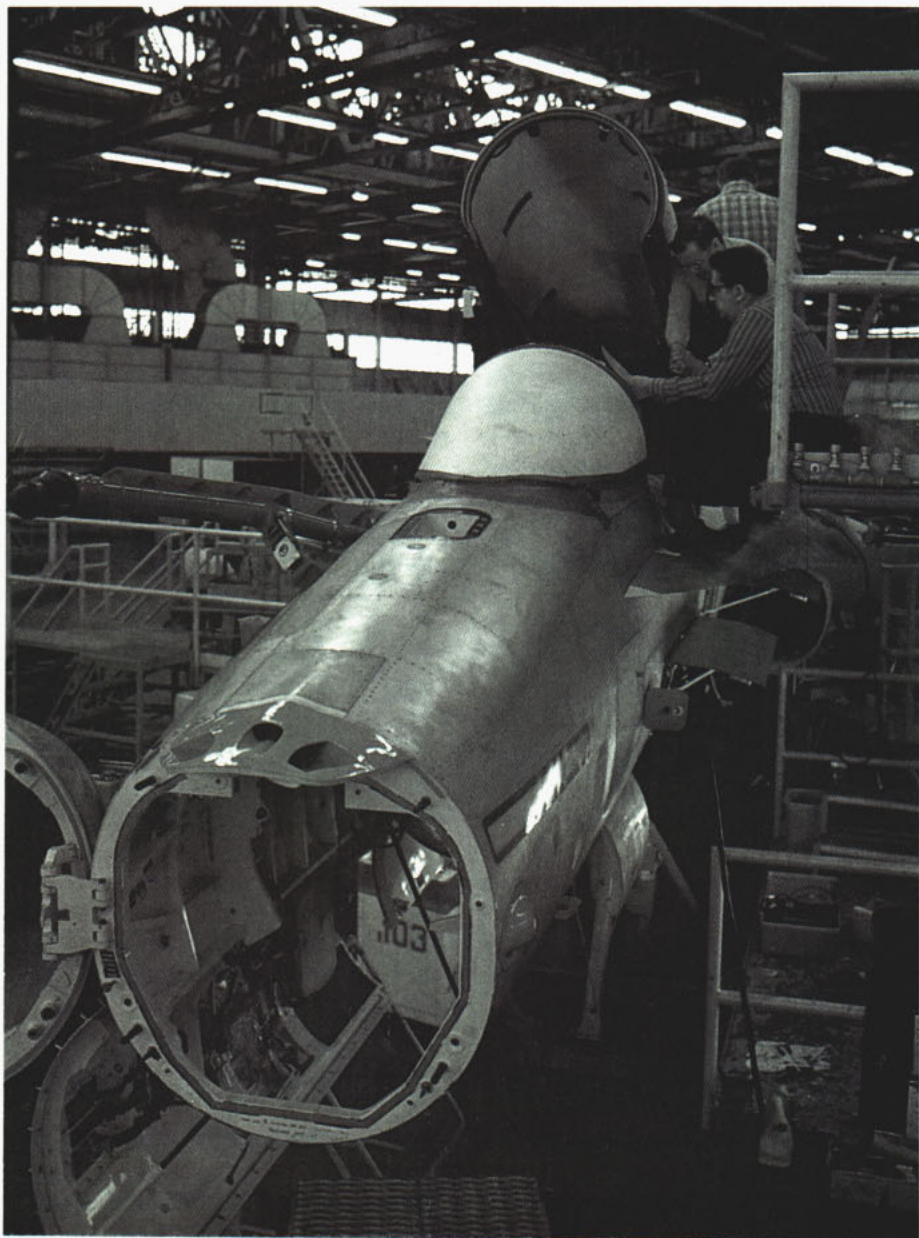
Hardware and courseware are not the only concerns of FIT. Establishing billets for the fleet training squadron, VFA-125, and tracking personnel for those billets is also FIT's responsibility.

"Our major concern is that all incoming people have the proper skills necessary and that they arrive in time for scheduled operations," said Maintenance Officer Lieutenant Ross Othus. "That's why all billet projections are in accordance with the F/A-18 Navy Training Plan, put together by OpNav."

The training plan lists the number of people needed and the skills they must possess for all *Hornet* maintenance and operations evolutions. Because billets do not remain standard, there's a need for constant tracking. Changes are ef-

The F/A-18 Hornet in various stages of assembly (below and opposite page). Top right: A hangar for Hornets at the Naval Air Test Center, Patuxent River, Md.





ected periodically based on the recommendations of testing personnel at Patuxent River, Md., where the *Hornet* is being evaluated.

Billets are filled mainly from applications by fleet personnel. Because the SME knows what practical experience is required in his specialty, he reviews each applicant's background and training and makes recommendations. When the billet becomes available, the FIT training officer can smooth the way for the applicant to negotiate his transfer with his rating assignment branch in Washington, D.C.

In its watchdog role for both the Navy and Marine Corps, FIT is dedicated to providing the Sea Service team with an up-to-date weapons system that has greater reliability, maintainability and usability. By monitoring *Hornet's* progress through every development stage, FIT ensures that the two services get a product whose development was influenced by the fleet, for use in the fleet and with the fleet's capabilities in mind.

—Story and photos
by PH1 Richard J. Boyle

Fighter Attack Squadron 125 (VFA-125), the Navy's first F/A-18 *Hornet* squadron, was commissioned Nov. 13, 1980 at Naval Air Station, Lemoore, Calif. Its mission is to train Navy and Marine Corps attack and fighter pilots to fly the *Hornet* and to teach Navy and Marine Corps maintenance technicians to maintain the aircraft and its sophisticated systems.

The first scheduled delivery of the *Hornet* is next month and VFA-125 has been administratively preparing for the plane's arrival and scheduling training for the initial staff. Training of fleet personnel will begin in mid-1982 with two Navy fighter squadrons followed by two Marine fighter squadrons and two Navy attack squadrons currently scheduled.

Hornet is designed to replace both the Navy A-7 *Corsair* light attack jet and the Navy and Marine Corps F-4 *Phantom* fighter jet.

Cassin Young:

A Ship with Memories

In its heyday, USS *Cassin Young* (DD 793) was a gallant man-of-war—a clean and proud ship. There were days when the brasswork shone so bright it was difficult to think of it as a fighting ship. Ah, but a scrapper it was; capable and dauntless was the crew.

After joining the fleet in December 1943, *Cassin Young* saw action in the Pacific. A former crew member recollected how it was during those perilous times and how lucky they were to have survived those war years.

“So many times we came close to being hit. In fact, we’d be there just waiting—knowing that one of those enemy suicide planes would crash into our ship. But then, somehow, it would miss. Our captain had the ship in gyrations all during the attack; it was the only way, of course, to evade those kamikazes.”

Not too long ago, *Cassin Young* arrived at the Charlestown Navy Yard in Boston, Mass., towed there from the yard in Philadelphia. As spectators passed by the drydock and gazed at the ship’s rusting hull and at the ugly blotches of dirty, chipped and faded paint on its bulkheads, they were confused. Clearly, *Cassin Young* was an eyesore.

“Clang, clang, clang!” The piercing sound of a warning bell rang like a death toll. As the monster crane closed in on *Cassin Young*, it appeared as though it was ready to unceremoniously destroy the dying ship, rip it apart, turn it into scrap iron and haul it off to the junk heap. *Cassin Young* would be forgotten.

But no! Something else was happening. The huge crane was hoisting a

40mm anti-aircraft gun, a type of weapon the Navy hasn’t used in years. Soon, shipyard workers would go aboard the old destroyer with grinders, sanders, hammers and buckets of red lead and other metal preservatives. They would begin the difficult job of making the old gun and the old ship look like new again. *Cassin Young* would not be forgotten; it would be restored to live again as a museum.

This year, when USS *Cassin Young* opens its decks to the public, National Park Service rangers, wearing forest green uniforms and “Smokey the Bear” hats, will tell visitors the story of *Cassin Young*. To help them, former crew members from around the country are contributing old photographs and memorabilia, some going back three and one-half decades.

Last August, former crew members of *Cassin Young* met in Boston for a

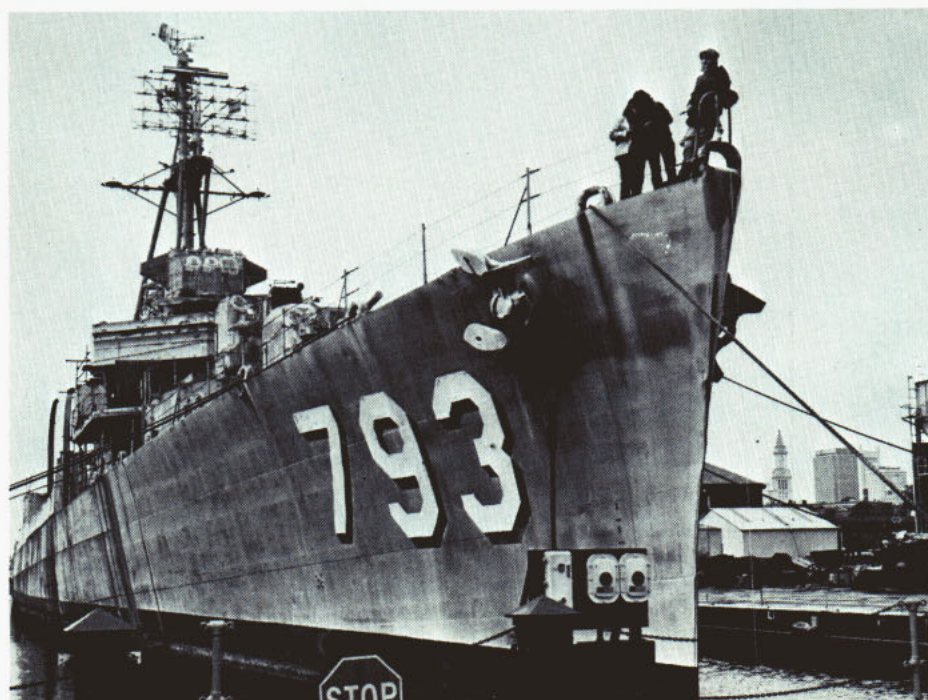
reunion. They were able to help the Park Service tour guides by relating some of the adventures and interesting moments of *Cassin Young*’s accomplished past.

Records, logs and memoranda covering the ship’s history have been gathered for display in the museum, as well as the sword that once belonged to Captain Cassin Young, Medal of Honor winner and the one for whom the ship was named.

Park Service officials are paying special attention to every detail in *Cassin Young*’s restoration, from the type of radar it used to the Navy jargon used by fleet sailors, words like scuttlebutt, scupper and forecastle.

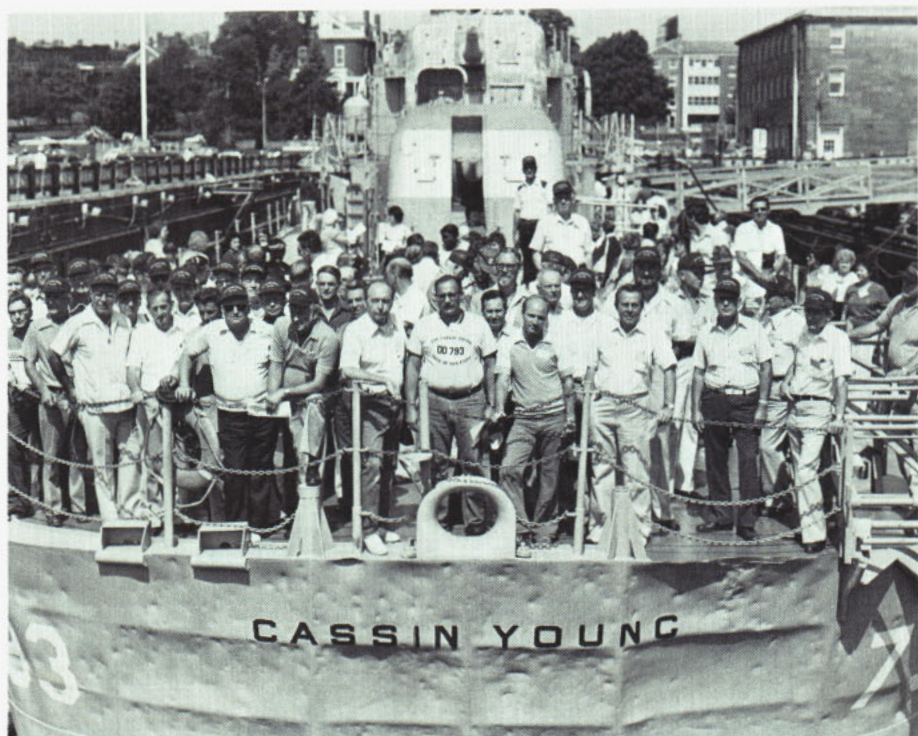
Units of the Naval Reserve, Naval Sea Cadets, and the Navy League have also contributed to the old destroyer’s rebirth.

—Story by Lt. Mark S. Nolan, USNR





Above: Cassin Young under way in the middle '50s. Left: National Park Service's Daniel Rainey restoring a hatch.



Left: Cassin Young positioned in drydock one. Above: National Park Service's John J. Fay cleaning a gun mount. Right: Former crew members during their August 1980 reunion.

Bearings

NATO's Amphibious Assault

Beaches at Capo Teulada, Sardinia, recently came under siege when 3,500 sailors and Marines from the U.S. Sixth Fleet and the Italian Navy joined forces in the amphibious phase of NATO's Display Determination-80.

Part of the European series of NATO exercises called Autumn Forge, the pre-dawn beach assault was supported by attack and fighter aircraft from the U.S. Navy, U.S. Air Force, the Royal Navy and the West German Air Force.

Autumn Forge exercises are designed to demonstrate NATO's capability to defend, reinforce and resupply southern regions of Europe, and to train allied land, sea, air and amphibious forces.

Amphibious Squadron Two, the

Italian Marines from the San Marcos Tactical Group ready for action during an amphibious assault.



32nd Marine Amphibious Unit, and the San Marcos Battalion (Italian) were the major participants.

The ships in the amphibious squadron were USS *Guadalcanal* (LPH 7), USS *Nashville* (LPD 13), USS *Pen-sacola* (LSD 38), USS *Barnstable*

A U.S. Marine from the 32nd Marine Amphibious Unit inspects an Italian weapon.

—Photos by PH1 Douglas Tesner

County (LST 1197), USS *LaMoure County* (LST 1194) and the Italian ship *Caorle* (L 9891).



SecNav Reenlists 14

September 25 was a special day for 14 sailors of Tactical Electronic Warfare Squadron 134, called the Garudas. On that date, the sailors were reenlisted by Secretary of the Navy Edward Hidalgo, at the Naval Air Station Whidbey Island, Wash.

The reenlistment started out to be a four-man ceremony but as more Guard III orders came in and as word spread through the squadron about the secretary's visit, the number quickly grew to 14.

The reenlistees, representing all ranks from airman to chief petty officer, obligated themselves for a total of 57 years of naval service. While the majority of those reenlisting did so for guaranteed orders under the Guard III program, others decided to reenlist for bonuses or educational opportunities.

Commander Bill Dickson, squadron commanding officer, praised the command career counselor, Personnelman Second Class Don Green, and the Command Retention Team for playing a major role in making the event possible. "The overall success of our retention effort, 44 percent of first termers, 70 percent of second termers, and 71 percent of career personnel during the past year, is especially gratifying when you consider that the squadron was aboard the nuclear-powered aircraft carrier USS *Nimitz* (CVN 68) during its Indian Ocean cruise that included 144 days at sea."

The 14 sailors sworn in by the Secretary of the Navy were Chief Aviation Structural Mechanic Alan Shuman, Aviation Electrician's Mate First Class Bill Karol, Aircrew Survival Equipmentman First Class Dave Davenport, Aviation Maintenance Administrationman First Class Jose Guizar, Yeoman Second Class David Sovereign, Aviation Maintenance Administrationman Second Class Rick Shelby, Aviation



Two Argentine Navy men take the helm of the USS *King* (DDG 41) during the ship's recent port visit to Puerto Belgrano, Argentina. *King*, along with the USS *Pharris* (FF 1094) and USS *Arthur W. Radford* (DD 968) were the three U.S. ships in last year's UNITAS Task Force. They visited seven South American countries and operated with the navies of those countries since embarking on UNITAS in June. Photo by PH3 Jay K. McIntosh.

Electronics Technician Second Class Roger Horak, Aviation Electronics Technician Second Class James Sparks, Aviation Storekeeper Second Class Primo Correa, Aviation Structural Mechanic Second Class Kevin

Snider, Aviation Electronics Technician Second Class Sam Tedesco, Aircrew Survival Equipmentman Third Class Cravon Ford, Mess Management Specialist Third Class August Ejanda and Airman Robert Rodgers.

Bearings



Rear Admiral Norman A. Coleman accepts congratulations from Chief of Naval Operations Admiral Thomas B. Hayward who presented him with the Distinguished Service Medal. Rear Admiral Coleman, a resident of Colorado Springs, Colo., was cited by Secretary of the Navy Edward Hidalgo for exceptionally meritorious service to the United States in a duty of great responsibility directly representing the Chief of Naval Reserve from October 1975 through July 1980.

Musical CPO

Being selected as a chief petty officer is an important step in any sailor's career, but when you're the first woman in the Navy's music program to take that step, there's an added note of excitement.



Besides performing as a soprano soloist, MUC Hunter also writes television and radio news releases in the Navy Band's public affairs office.

Chief Musician Heidi Hunter of the U.S. Navy Band in Washington, D.C., and one of 43 women musicians in the Navy, was told of her selection by Commander Joseph Phillips, leader of the band. Hunter took her promotion seriously. "I know what it means to be a chief in the Navy. It can't be compared with similar positions in the other services," she said.

A Navy Band member for six years, Hunter was also the first woman musician in the U.S. Naval Academy Band back in 1972.

Before joining the service, Hunter's musical background included experiences ranging from summer theater groups at the Falmouth Playhouse in Cape Cod, Mass., to local theater groups in Pennsylvania and Maryland.

Awarded a bachelor's degree in voice from Cedar Crest College at Allentown, Penn., the soprano soloist appeared in various national tours with the Navy Band.

—By JOC Larry Luther

Connie/CVW 9 Set Records

The return of the carrier USS *Constellation* (CV 64) to San Diego marked several record-setting events. *Constellation* broke its own record for consecutive days at sea, racking up 110 days of operations in the Indian Ocean, and also helped several squad-

rons of Carrier Air Wing Nine (CVW 9) set records of their own.

The Red Griffins of Air Antisubmarine Squadron 38 set a record for the most hours ever flown in one month by a U.S. Navy carrier-based antisubmarine squadron by flying 938 hours in May. The crews of CVW 9 logged more than 28,000 flight hours and 10,500 carrier-arrested landings without an accident during the deployment.

CNO visits Reserves

"Naval Reservists are ready to go—we count them as part of our total fighting capability." That was the assessment of Chief of Naval Operations Admiral Thomas B. Hayward after visiting 28 Naval Reserve units recently.

He added that a big part of his job is to make certain that when the Navy is called upon in force, the reserves will be right there—ready and waiting.

CNO spent a weekend with reservists in the Massachusetts and Illinois areas. Accompanied by Chief of Naval Reserves Rear Admiral Frederick F. Palmer, he inspected air and surface units at their "hands-on" drilling sites.

Admiral Hayward's impression of the Naval Reserve's readiness was exactly what he expected. "That's why active duty commanders are reporting what a great job the reserve units are doing," he noted.

The CNO and CNAVRES saw units at Quincy and South Weymouth, Mass., then stopped at Chicago for inspections of 18 more organizations. During his tour, Admiral Hayward said that stability, professionalism and readiness were his most important concerns for the Naval Reserves in 1981, and that his strong support for the organization will continue throughout his term as CNO.

—by Capt. Peter Hackes



Orion For Gilmore

The submarine tender USS *Orion* (AS 18) has replaced the USS *Howard W. Gilmore* (AS 16) as flagship for Commander Submarine Refit Training Group at La Maddalena, Italy. *Orion* provides repair services to deployed nuclear attack submarines.

Upon its arrival in La Maddalena—an island off the tip of northern Sardinia in the western Mediterranean—*Orion* was greeted by cheering dependents while an Italian band provided music for the occasion.

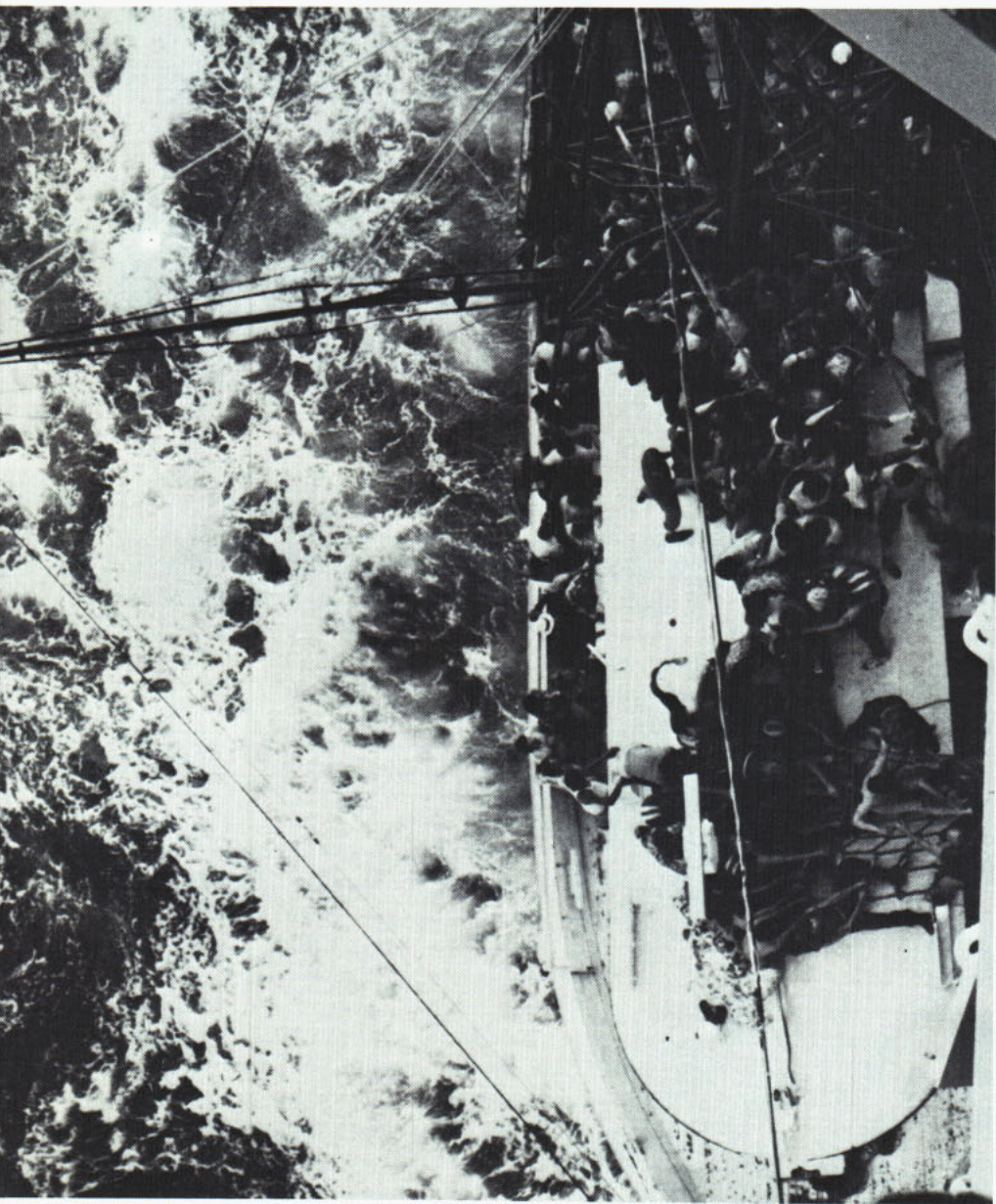
The USS *Howard W. Gilmore* has moved to Norfolk after seven years in the Med.



Silver Anchor Award

The Silver Anchor Award for significant efforts in the Chief of Naval Operations' number one objective—retention—was awarded to the command retention team of the U.S. Naval Security Group Detachment, Kamiseya, Japan. The team's statistics, which earned their command the award, were 57 percent for first term, 75 percent for second term and 100 percent retention for career-designated personnel.

Small Boats on a Big Sea

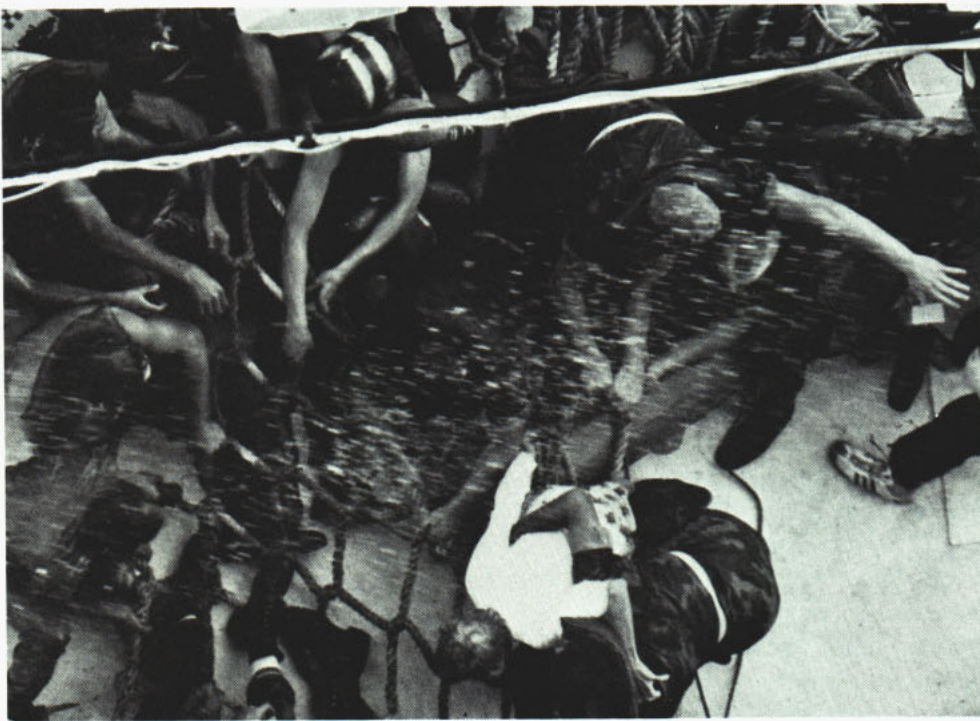


The weather in the Straits of Florida was the type that makes a mariner uneasy. The sky was threatening, the tropical waters had a dirty look to them, and the 10- to 12-foot waves made small boat operations difficult and dangerous.

To the crew of the USS *Ponce* (LPD 15), a 570-foot amphibious transport, such weather normally would be of little concern. *Ponce* could ride out heavier weather. But this day was different—*Ponce* was one of several ships aiding the refugees fleeing Cuba. For the hundreds of small, heavily loaded boats transiting the Florida Straits, the weather was of prime concern. On May 31, it was not encouraging.

A few weeks earlier an overloaded motor boat had capsized in similar seas, claiming the lives of 10 Cubans. Most fleeing Cubans had little or no





experience with the sea or small boats and they ignored the signs of approaching storms in their flight to the United States. It was *Ponce*'s job to assist those who found themselves in serious trouble.

Until this day *Ponce* had mainly given directions to boats that had lost their way on the 100-mile trip from Mariel Harbor, Cuba, to Key West, Fla. Occasional engine problems on some boats had required technical assistance from the ship's crew; sometimes fuel was provided. The boats were jammed with refugees and some Cubans had been removed from the small craft to *Ponce* and then flown by helicopter to Key West Naval Air Station. Though most of the boats held

only a few dozen or so refugees, they were built to hold far fewer. Up till then, there were no major difficulties.

First sign of trouble on May 31 came when the Coast Guard received a distress call from a 70-foot trawler, the *Miss Betty*, that said the boat was taking on water, breaking apart and had engine problems causing her to drift aimlessly. Most alarming was the fact that more than 200 refugees were aboard *Miss Betty*.

Ponce, the nearest ship, was dispatched to assist. Upon reaching the trawler, *Ponce* launched its two LCM-6 boats which had difficulty approaching *Miss Betty* as it pitched and rolled in the five-foot swells. Outriggers on the sides of the trawler—normally used to support fishing nets—posed additional hazards. The outrigger lines had fouled *Miss Betty*'s propellers. Those same lines soon wrapped around screws of the two rescue boats, disabling them.

To further complicate matters, night was fast approaching. Captain C.G. Felkins, commanding officer of *Ponce*, decided to bring the *Miss Betty* alongside the *Ponce* and remove the refugees through one of the *Ponce*'s four cargo

doors, some 10 feet above the waterline. It would be a difficult feat to maneuver a ship the size of *Ponce* alongside a boat eight times smaller in heavy weather and sea conditions.

A mooring line was rigged between *Ponce* and *Miss Betty* but the trawler's outrigger, again, prevented the boat from being drawn directly alongside *Ponce*. The closest they could get was five or six feet. The remaining area was spanned by a cargo net stretched across the gap and made fast on *Miss Betty* by a dozen or more sailors and Marines who had boarded the trawler. At times the net would be nearly ripped from their hands as the vessels moved apart; seconds later the men would scramble to hold it taut while ship and trawler drew closer.

The refugees climbed one by one to the top of the boat's pilot house where the net was being held and crawled across the open water to the transport.

As the refugees were brought aboard *Ponce*, the ship's medical people wrapped them in blankets and gave them a quick physical. The Cubans—232 in all—were in good condition, though many were suffering from seasickness. Being free of the pitching boat and out of the weather meant happiness for all.

A meticulous search was conducted on the trawler and a large red "X" was painted on the *Miss Betty* to mark it as abandoned. The sailors and Marines jumped across the gap to *Ponce*, the mooring line was cut and the sinking vessel drifted in the wake of *Ponce*. Though its position was well marked and broadcast, the *Miss Betty* was not seen again.

The rescue involved *Ponce*'s entire crew of 400, especially a central core of 75 personnel. Despite the danger, the two-hour operation was completed without a single injury.

Deck officer Lieutenant T.W. Zline credits their success to "good luck and good seamanship." But the greatest reward for the ship's crew was the knowledge that they had saved the lives of 232 refugees.

—Story and photos by Ensign P.S. Golden



Opposite page: Marines and Sailors assist refugees on *Miss Betty*. Left: A *Ponce* helicopter comes down for a landing. Above: Rescuers fight wind and waves to anchor the cargo net.

Currents

USS Independence Battle Group Leaves for Indian Ocean

The third Norfolk-based Indian Ocean Battle Group departed its home port Nov. 19. The battle group is composed of USS *Independence* (CV 62), USS *Charles F. Adams* (DDG 2) and USS *Harry F. Yarnell* (CG 17). Embarked in *Independence* are the battle group commander and staff of Carrier Group Eight, commanded by RADM James E. Service. Also embarked in *Independence* are the 90 aircraft of Carrier Air Wing Six which are homebased at NAS Oceana and NAS Norfolk, Va.; NAS Whidbey Island, Wa., and NAS Jacksonville and NAS Cecil Field, Fla. The three ships will relieve USS *Eisenhower* (CVN 69); USS *Virginia* (CGN 38) and USS *South Carolina* (CGN 37), the Norfolk-based battle group presently operating in the Indian Ocean. The *Eisenhower* Battle Group is scheduled to return to Norfolk three days before Christmas. Since the three ships in the *Independence* Battle Group are all conventionally-powered as opposed to the nuclear capability of previous groups, the fleet oiler USS *Savannah* (AOR 4) will accompany the ships across the Atlantic Ocean to provide necessary fuel and other under way replenishments.

EOD Program has Personnel Shortages

The Explosive Ordnance Disposal (EOD) program needs personnel in pay grades E-3 through E-6. The program supports both Navy operational forces and civilian agencies with a capability to locate, identify, render safe and/or dispose of foreign and domestic explosive ordnance. EOD personnel are highly trained technicians who perform such tasks as supervising aircraft ordnance handling aboard aircraft carriers, recovering civil war and other unexpended civilian and military ordnance underwater and assisting secret service agents in their protection of high level officials. Diving is a primary skill which EOD technicians develop during training and often use while assigned to detachments. EOD training begins at the EOD Chemical School, Redstone Arsenal, Ala., where students receive five weeks of classroom and practical instruction in chemical and biological munitions. Following this phase, students report to EOD School, Indian Head, Md., where they undergo a demanding 33-week course. EOD graduate technicians are assigned to either EOD Group One, Pearl Harbor, Hawaii, or EOD Group Two, Ft. Story, Va., where they receive on-the-job training and at least one six-month deployment aboard an aircraft carrier or ammunition ship. Shore duty EOD detachments located throughout the world provide interesting duty assignments. In addition, all shore duty assignments are accompanied tours for married personnel. EOD technicians also receive extra pay of \$110-\$185 per month. Men and women petty officers in pay grades E-4 through E-6 (or designated strikers, E-3), 30 years of age or less, may volunteer for EOD training. Further details are outlined in NAVOP 182-80 and entrance requirements are contained in OP-NAV Notice 1500 of Nov. 1, 1979.

Navy Highlight: HMC John T. Potts

Chief Hospital Corpsman John T. Potts, his left hand hanging by a thread of skin after an accident in which he saved the life of a naval officer, helped save his own life by refusing pain-killing drugs so he could instruct fellow crew members on how to treat his all-but-lost left hand. Potts, 40, was aboard the USNS *Chauvenet*, operating in the Makasser Strait between the Java and Celebes Seas. A lifting cable snapped as a small landing craft was being hauled aboard the ship. Potts shoved a junior officer from the path of the falling boat, saving the officer from being crushed between the boat and the ship. But in saving the officer's life, Chief Pott's left hand was severed by a steel cable that whipped around. He also had his leg crushed by the same cable. HMC Potts refused to allow crew members to administer morphine to deaden the severe pain. He was the only medically trained person aboard the ship and realized that he would have to have a clear mind if he were to instruct others on how to apply a splint to his crushed leg and a tourniquet to his arm. Hours after the incident he was flown to Singapore, where by a quirk of fate, a convention of microsurgeons was being held. Potts was rushed to Mt. Elizabeth Hospital where microsurgeons sewed his hand back to his wrist. Doctors expect him to regain at least partial use of his hand. He has been sent to the National Naval Medical Center at Bethesda, Md., for further treatment.

Name Your Beneficiary

Low cost life insurance through the Serviceman's Group Life Insurance (SGLI) program provides up to \$20,000 in insurance coverage at a very reasonable premium cost. To designate beneficiaries who will receive the proceeds of the insurance upon the service member's death, positive action on the part of the service member is required. If you neglect to name a beneficiary, someone other than your loved ones could receive all or part of the insurance payment. Check with your personnel office to ensure that the correct beneficiaries are named on the proper form in your service record. NAVMILPERSCOM Notice 1741 contains specific guidance concerning this designation procedure.

Aliens Must Register

If you or a member of your family are not U.S. citizens, you must report your address to the Immigration and Naturalization Service during January. If you are temporarily out of the country, you have 10 days after your return to submit a registration form. Forms to report addresses are available from any U.S. Post Office. Upon request, the U.S. Department of Justice, Immigration and Naturalization Service, Washington, D.C. 20536, will mail the forms. The Immigration and Naturalization Act imposes serious penalties for failure to register.

Charleston— Building on a Historic Past

Antebellum homes have been restored and opened like history books to the public. The battery along the waterfront has long been silenced but cannonballs are piled beside each gun emplacement as though their days of action might come again. Forts of stone and mortar are reminders of historic battles fought along the city's shore.

Among the forts are Fort Sumter, scene of the longest siege in warfare; Fort Johnson, where the first shot of the Civil War was fired on Fort Sumter; and Fort Moultrie, site of the first decisive Colonial victory over the British in the Revolutionary War.

Old plantations with manicured grounds and refurbished trappings remind visitors of the days "Dixie" was an anthem. Moss-draped oak trees that stood during the turbulent days of colonization bring to life a forgotten Southern splendor.

Called "America's most historic city," Charleston, S.C., is a living museum. Wracked with tragedy in its early years, the city recovered from a disastrous fire, an earthquake and the loss of its main agricultural crop to become one of the country's leading seaports and a treasure chest of history.

Since its birth as a major seaport, Charleston has played an important role in U.S. Navy history and in maritime history. Thousands of Navy men and women had a part in the city's

historic past and today, as the city rides the tide of progress into the future, one of the largest naval installations in the U.S. moves with it.

Charleston's most notable tie to the Navy is—believe it or not—as the birthplace of the submarine service. In 1864, the Confederate submarine CSS *Hunley* successfully attacked and destroyed the Union steam sloop USS *Housatonic* in Charleston harbor. Although the *Hunley* was also destroyed and both vessels sank, the event marked the beginning of the use of the submarine as a naval weapon.

The Charleston Naval Base today is successor to a small repair facility in Beaufort, S.C., that was disestablished when the federal government acquired the land to build the base at Charleston in the early 1900s.

"This isn't the place today where one would come to build such a complex," said Rear Admiral Robert B. McClinton, commander of the Charleston Naval Base since October 1979. "In area, the base is a small swath of land; it's narrow, not particularly long and it is primarily marshland."

Although the size and consistency of the naval base area are not ideal, the Navy plans to be in Charleston for many years. The base employs more than 35,500 people, active duty and civilian workers. Working, and in some cases living, on base or ships, everyone on the Charleston Naval Base

works toward the same goal—support of the Fleet.

"We have up to 59 ships homeported here and that number will grow to about 67 ships by 1986," said Admiral McClinton. "That gives us a wide variety of things to do here in the Charleston area, but the focus is at the piers, both here and at the Naval Weapons Station."

The Charleston Naval Station and Naval Weapons Station are the two major installations in the Charleston Naval Base, which is a blend of many commands working together as a unified fleet support group.

The Naval Weapons Station, located 25 miles from Charleston, is the largest command in area among the more than 32 shore activities and nearly 60 ships and submarines encompassed by the Charleston Naval Base. Established in 1941, it is built on what were once several plantations. While much of the land is preserved as a wilderness area, the weapons station is host to a variety of shore and afloat units.

The Polaris Missile Facility, Naval Ammunition Depot, Marine Barracks, the floating dry dock USS *Alamagordo* (ARDM 2), submarine tender USS *Canopus* (AS 34) and the staff and units of Submarine Squadron Eighteen are the major commands located on the weapons station.

"We have a mixed bag here," said the admiral. "There is a sizable submarine community and a sizable sur-



Left: A tug begins a day's work in Charleston harbor. Below: Spanish moss flavors Charleston's Southern splendor.



face warfare community, as well.”

Tenant commands of the Charleston Naval Station include more than a dozen major fleet units. There is a nuclear-capable shipyard, the fourth largest Naval Supply Center in the Navy, the Mine Warfare Command and one of the Navy's six engineering field divisions. The naval station also houses the Fleet Ballistic Missile Submarine and Mine Warfare Training Centers and a surface force including guided-missile cruisers, destroyers, frigates, conventional destroyers and frigates, minesweepers, a destroyer

tender and ammunition replenishment ships.

“There are two primary assets at the naval base,” said Admiral McClinton. “One is the overall quality of the people—the officers, enlisted and civilians we have assigned down here. We have a high percentage of people also who want to be here working out of this base. That’s a big plus.

“The second part of the advantage is the location of Charleston. We’re set away as an enclave down here. Because of that, we have a sense of independence. We’re answerable—very

properly—to Navy authority; that never changes and never should.

“But, to a degree, we run our own show, our own way. I think that’s appreciated by a lot of professional sailors, officers, enlisted and certainly by the civilians.”

Living in Charleston

In polls of the preferred shore and sea assignments the Navy has to offer in the continental United States, many Navy men and women have chosen the various commands at “America’s most historic city.” Members of the

Charleston

Mooring lines, a crabber and waterfront settings are trademarks of the port of Charleston.



submarine force, particularly, jockey for assignments to the Charleston area.

Reasons for Charleston's popularity range from the area's average year-round temperature of 65 degrees to the area's proximity to good beaches. A slower pace of life and lower property costs are also pluses to duty in Charleston.

"Both my wife and I are from large

cities," said Lieutenant Commander Peter G. Lawson, executive officer of the Charleston-based frigate USS *Garcia* (FF 1040). "Since coming to Charleston, we've both become more relaxed."

Lawson, one of the many "repeaters" to Charleston duty, said that while Charleston, like any other city, has some problems, "it is the kind of place you can leave your car doors unlocked just about anywhere and not have to worry."

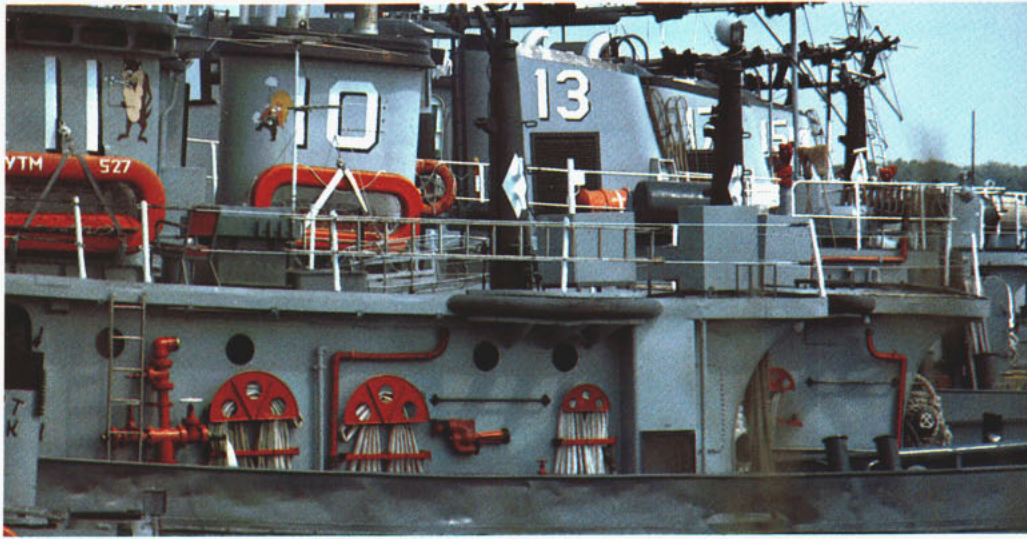
"I like the sense of history in Charleston," said Interior Communications Electrician Third Class Terry Tinker Jr., a crewman aboard the USS *Canopus*. "I do a lot of traveling around the Charleston area and have met a lot of people who have made Charleston a little more interesting. I also think the people in this part of the country are friendlier than they are back home."

Charleston's greatest wealth in terms of cultural treasure is the city's extensive history. The city's most historic





Top Left: RADM Robert B. McClinton, commander of the Charleston Naval Base. Top Right: A Cooper River tug boat. Right: Charleston, S.C.-based frigate USS Garcia (FF 1040).



district covers 789 acres. Many of the citizens of Charleston live and work in this district which has earned the title, "the living museum." Regular tours by bus, carriage, boat and car are conducted daily. Historic gardens, plantations, forts and homes are among the many historic attractions that draw droves of tourists to the area annually.

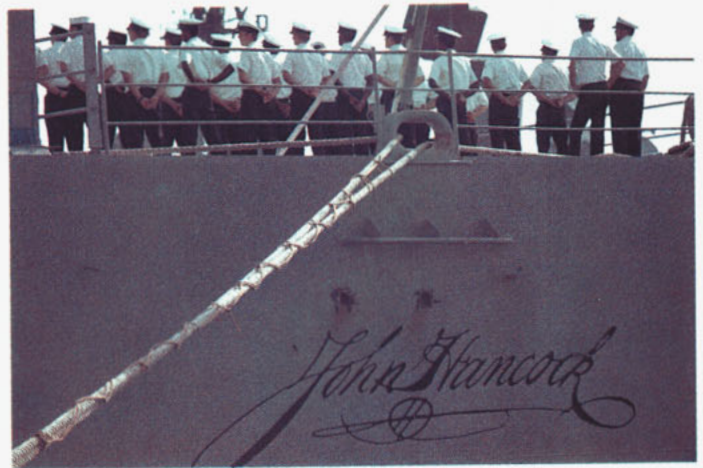
"I've been stationed in Charleston for three years," said Lieutenant (junior grade) Duann Cooke, military affairs officer for the Charleston Naval Base. "I've done quite a bit of sight-seeing since I've been here, but I don't feel I've even viewed the surface of the history Charleston has to offer."

Many people report to Charleston in awe of the history that surrounds them and are confounded by the culture that has its own history and mannerisms. "I've lived in Charleston with my wife for three and a half years," said Missile Technician First Class Pat Shoemaker, another *Canopus* crewman.

"My wife is from Oregon and when we first arrived here, the language, the way people talk, took a little getting used to. But, what really got to her was when she heard there were alligators and snakes in this part of the country. For some reason she expected to see



Charleston



Top Left: Hues of Charleston's dawn fall on a fuel oil barge and tug fenders. Top Right: Crewmen aboard USS John Hancock (DD-981) await inspection. Center: Charleston's waterfront is a common meeting place for residents. Bottom: CDR John Gallen, resident officer in charge of construction, NavBase Charleston, with his wife, Isabel, and eight of their nine children.



them everywhere she went, but she hasn't seen one yet."

One aspect of life in the South Carolina "Lowcountry," the coastal area along the Atlantic Ocean roughly halfway between New York and Miami, that appeals to many married Navy men and women in Charleston, is the area's low cost of living.

"I've got three kids and a wife to support," said Quartermaster Second Class Lee Malone, who recently transferred from sea duty to duty in Charleston. "The cost of living here is pretty reasonable compared to a lot of other places I've been assigned."

"The thing that really impresses me, though, is the Naval Base Special Services. I've never seen a base that offered so much in the way of recreational opportunities for single people as well as for families."

Water sports dominate the recreational activities around Charleston and Special Services at both the naval station and Naval Weapons Station are prepared to equip Navy men and women who want to enjoy Charleston's variety of outdoor sports, especially water sports.

Situated on a low peninsula between the Ashley and Cooper rivers, Charleston has a coastal area that arcs into a broad bay creating a harbor which not only accommodates commercial and naval shipping but boating enthusiasts as well.

"Ties between the Navy and civilian communities in Charleston are the strongest I've ever seen," said John Mac Holladay, a former naval aviator and executive vice president of the Charleston Chamber of Commerce. "This is a very patriotic community. We've been involved with the military, whether in war or just working together, since our inception."

"During the last several years," said Holladay, "the trust between the civilian and Navy communities has become so strong the two groups work together and are not afraid to voice their opinions as has been the case in the past with some military communities."

The respect and rapport between the two communities in Charleston are

helping to solve one of the biggest common problems in the area—transportation.

"This is the only city that I know of in the U.S. where the transit system is run by a utility company," said Holladay. "We've discussed the transportation problem with the Navy. We know how it affects them and we are in the process of going to the legislature again to organize a tri-county transit authority."

In the opinion of many, establishing a Regional Transit Authority would not only solve the biggest obstacle for junior enlisted men assigned to afloat and ashore units in Charleston, it would better unite the three major counties in the tri-county area of Charleston.

"A Regional Transit Authority would not only unite the Navy community to Charleston," said Holladay. "It would better unite the three socially, economically and politically allied counties of Charleston, Dorchester and Berkeley."

Most of the married naval personnel in the Charleston area reside in one of two major housing areas in the tri-county area. MenRiv Park enlisted housing area (named for the late South Carolina Congressman L. Mendel Rivers) is 10 miles from the naval station and five miles from the Naval Weapons Station. Nearly 2,000 enlisted families live in the MenRiv development while 500 officer and enlisted families live in the Hunley Park housing development, located nine miles from the naval station and 12 miles from the Naval Weapons Station.

"We have 2,735 housing units, including 60 trailer pads at MenRiv Park," said Yvonne Spring, housing project manager for the Naval Weapons Station and naval station. "Although the government housing units are not enough to accommodate all the requests for housing, we receive a great deal of cooperation from civilian property owners in obtaining housing for personnel."

"Property owners in the Charleston area are really tuned to the needs of the

military. They work well with us and have often helped families of younger enlisteds with financial arrangements which allow them to settle in before assuming the responsibility of housing deposits, security deposits and advanced rent."

Although the naval complex in Charleston is well-organized and coordinated, like any other organization, it is not without its problems.

"We think we're relatively problem-free down here, but like any organization we've got some," said Admiral McClinton.

Admiral McClinton said he is pleased with the quality of life for Navy people in Charleston and is optimistic about future relationships between the military and civilian communities.

"Like any command, we are looking for ways to improve things," he said. "I'd like to upgrade unaccompanied personnel housing, provide expanded medical services for active duty, dependents and retired personnel. I'd also like to increase the number of personnel we have assigned here. I'm sure those things will happen in time."

An outgoing person who is involved with the civilian community as much as his official responsibilities will allow, Admiral McClinton offered sage advice to newcomers to the Charleston area.

"This area isn't markedly different from any other part of the country. If you try as much as your professional work allows to join in community activities, even only in special functions that you're asked to go to, then you will have no problems."

"You want to take the Navy story as frequently as possible into the community to show who you are and what you stand for as a Navy professional."

After listening to Admiral McClinton tell how he perceives the Navy's involvement in Charleston, and after seeing the way the two communities have combined forces to overcome common obstacles, it's little wonder the Navy has come to be such a large part of "America's most historic city."

—Story and photos by JO1 Lon Cabot

A New Approach Toward Counseling

An old cow barn, a little initiative and a U.S. Army barge may not sound like a recipe for expanding a career counseling program, but it has proven to be just that for Naval Base, Charleston, S.C.

"It's an idea that worked out really well," said Chief Yeoman (SS) Robert Betz, naval base career counselor and

the force behind the creation of Charleston's floating career counseling center.

"I knew the old cow barn wasn't being used and when I saw the barge at the Army depot, and found out it wasn't being used either, the idea seemed like a good one."

The idea was to renovate a small

shed that had been used previously as a cow barn, put it on the barge and moor the barge at various piers on the naval base.

"By moving the barge from pier to pier," said Rear Admiral Robert B. McClinton, commander of the Charleston Naval Base and the contributor of the cow barn, "we're able to provide career counseling services at the centers of activity for the ships here."

The barn was renovated as a self-help project initiated by Betz, retired Navy Captain "Finn" Wilster—a former assistant chief of administration for the naval base—and "Woody" Underwood, a civilian employee.

"Once we'd refurbished it and painted it, we put it on the barge the Army lent us," said Betz. "We installed heat and air conditioning units so it could be used year-round."

But the barge is more than a career counseling tool. It also provides a line of communication between crewmen assigned to Charleston-based ships and their detailers.

"We put in both FTS and AUTOVON phone lines so the guys on the ships at the piers would have additional means of getting in touch with their detailers," said Career Counselor First Class Richard Runk who, along with Electrician's Mate Third Class Lona Johnson, answers questions from visitors.

"I think the barge is a great idea," said a crewman from a Charleston-based destroyer. "It's nice to be able to call your detailer and not have to go through the hassle of using the phone lines on ship."

An average of 10-12 people a day have visited the career counselor barge since last May to ask questions or call their detailers.

"The barge is not only providing additional services to the ships here," said Betz. "It's also taking some of the load off the shipboard career counselors. It's just been a good communications tool all the way around."

—Story and photo by JO1 Lon Cabot



Mail for the Fleet



"I didn't expect these slides from our Palma visit back so soon," said the young sailor.

"Swell, but I called my mother from our last port stopover—she said she mailed a letter to me almost a month ago but I've yet to receive it," lamented a second sailor.

"You think that's something," said another. "I just got a letter from my wife. She said my daughter came through the operation all right and the damage to the car wasn't as bad as she thought. I don't have the slightest idea what operation or damage she's talking about."

The two disappointed sailors mumbled condolences to one another as the door to the ship's post office closed and a voice behind the door shouted, "That's all, folks!"

Another mail call was over. Some of the crew were happy; some weren't. The scenario is familiar to any Navy man or woman who has had to rely on the mail for the latest word from home.

Navy mail service was established under authority of Public Law No. 147, which the 16th Congress approved May 27, 1908, enabling it to operate as an extension of the Post Office Department, now the U.S. Postal Service (USPS). This enabled the Secretary of the Navy to designate enlisted men of the Navy as Navy mail clerks and assistant Navy mail clerks to handle mails, including registered matter, and to sell postage stamps on board U.S. Navy ships and at U.S. naval bases overseas.

In its earliest days, the Navy's mail service consisted of a handful of Navy men working in an annex of a U.S. general post office in New York City. The Fleet Post Office (FPO) was established at New York in 1943 and

FPO Mail

later expanded to include a similar operation on the West Coast.

Since then, the system using dungaree-clad sailors to wade through piles of mail has progressed to one employing USPS personnel to process mail under the vigilance of Joint Military Postal Activity (JMPA) staffs in New York, San Francisco, Seattle and Miami. Earlier, less efficient postal systems have given way to automation and the once exclusively Navy-Marine Corps staffs of FPO are today joined with Army and Air Force personnel to form the staffs of the JMPAs. These joint "gateway" organizations come under the Military Postal Service Agency (MPSA) in Washington, D.C. This new agency is composed of the former staffs of all the services' headquarters.

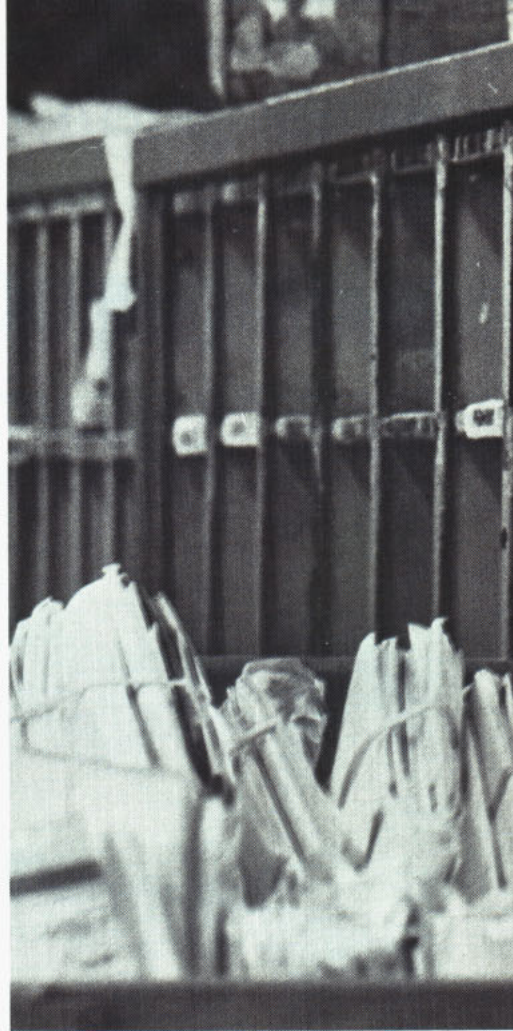
Consolidation of the FPOs into the JMPA in August of last year has altered some of the organizational aspects of FPO mail dispatch and receipt but the basic operation of the FPO system has remained the same. "This consolidation was directed by Congress to improve the effectiveness and economy of the Military Postal System and will not have any detrimental effect on FPO mail," said

Commander James M. Flynn, chief of operations for the MPSA.

The Atlantic and Pacific JMPAs in New York and San Francisco are the backbone of the Navy's mail service. While the two facilities play the leading roles in processing mail bearing FPO addresses, an intricate network of gateways, fleet mail centers, routers, bulk mail centers and postal monitors serve as supporting elements. Together they make up the team which services Navy ships and Marine Corps units afloat and overseas.

"The best way to understand the areas of responsibility for the two JMPAs," said Chief Warrant Officer Philip Clemente, senior Navy officer at JMPA New York, "is to imagine a line drawn from north to south through the middle of the United States and extending around the world. East of that line is the area serviced by JMPA New York and west of that line is the area serviced by JMPA San Francisco."

The JMPA gateway staffs don't physically handle the mail that is processed through their respective organizations. Their primary job is to direct the routing and processing of mail which is sorted by USPS civilian employees. The military staffs of the



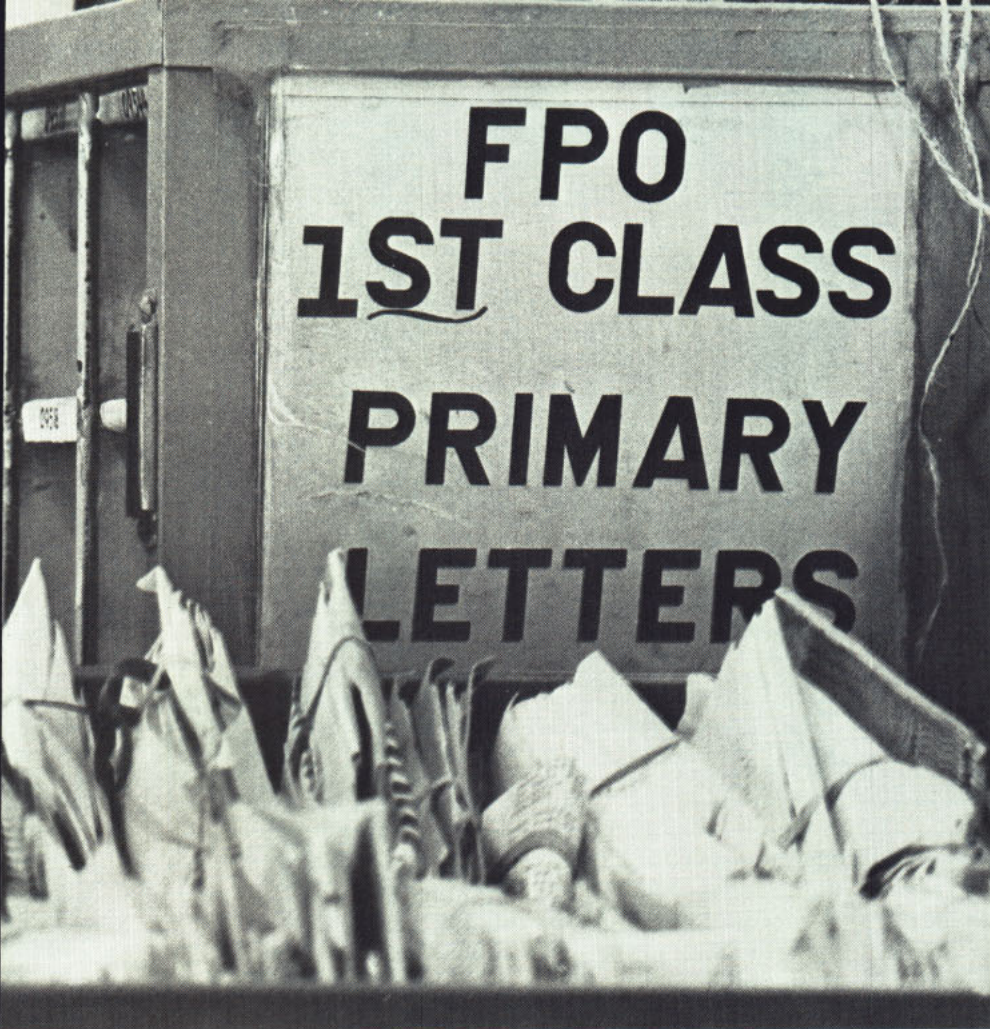
JMPAs update the different routing lists for mail going to afloat Navy units almost daily, and forward those updates to civilian workers handling mail at various points in the JMPA process.

"The most common misconception about FPO mail is that sailors handle it," said Clemente. "People think we can physically search for a piece of mail and correct whatever problem is preventing their command from getting mail in time."

Searching for a piece of mail at either JMPA gateway would be—as the saying goes—like searching for a needle in a haystack. Each JMPA gateway handles more than half a million pounds of Navy mail a month in addition to mail for other branches of the military. Letter mail for FPO addresses is routed through major USPS terminals and bulk mail is separated and prepared for shipment at Bulk Mail Centers (BMC) on each coast.

Although most FPO mail is delivered within a reasonable amount of time, there are delays which in-





evitably cause FPO customers to level complaints at the staffs of the Atlantic and Pacific JMPAs.

"We sometimes get letters from people in the fleet who think their letters or packages are taking too long to get to them," said a Navy staff member from the JMPA in New York. "What many people don't realize is that the amount of time it takes for mail delivery depends on the class of mail."

Letter mail and priority (airmail) parcels—which contain emergency supplies ranging from replacement parts to medical equipment—are usually classed as priority air mail by commercial airlines. Although commercial airline transport schedules play a big role in determining the quantity of FPO mail they carry, priority air mail moves faster than other classes of FPO mail.

"All commercial airlines have cargo priorities," said Clemente. "By federal regulations, the airlines' first priority is the passengers' baggage. Then comes first class priority mail (letters and priority parcels), then your MOM

(Military Official Mail) and SAM (Space Available Mail). If someone wants to pay an additional fee to get a package to its destination quickly, he can send it PAL (Parcel Air Lift).

"PAL is usually faster than SAM, because space available mail moves by truck or rail in the United States and PAL moves by air. But, going overseas, both classes are flown by air."

Whenever the JMPAs see that mail is going to be delayed on a commercial carrier, the Military Airlift Command (MAC) is used as an overseas mail carrier. MAC also is used extensively during the busiest season for FPO mail—Christmas.

Each of the Navy contingents at the major JMPAs have extension offices, of sorts, on the East and West coasts. These offices serve as assistants in receiving and dispatching mail to Navy units. The JMPA in New York has a detachment in Miami, Fla., and the JMPA in San Francisco has a detachment in Seattle, Wash. Together, the four points serve as gateways for FPO mail entering and leaving the U.S.

Bottom left: Gunnery Sgt. Robert Hopper tags incoming mail at New York's JFK International Airport. Left: First class letter mail is sorted by fleet and shore command titles at JMPA, New York, by USPS employees. Bottom: PC1 Karl Paulson checks a bin of incoming parcel mail at the Jersey City, N.J. Bulk Mail Center.



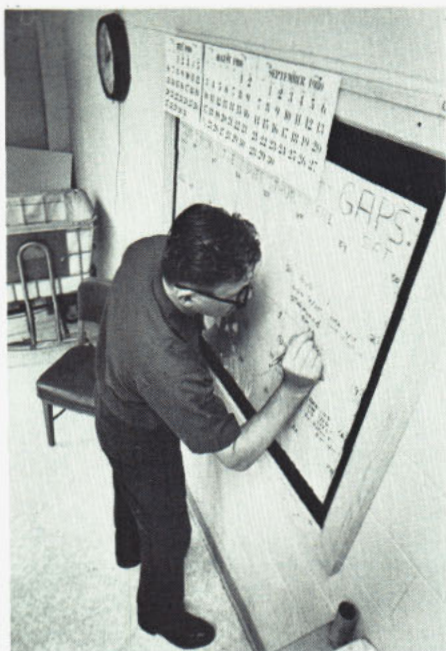
"The basic scenario for FPO mail," said Clemente, "is that a person in the states writes a letter to a person stationed at an FPO address. The letter passes through a domestic mail system and on to the gateway serving that area. There the JMPA authorities direct the mail to whatever transportation is available to get it to the unit for which it is marked."

When mail originates overseas, it travels from the ship or unit to a fleet mail center (FMC) and then by air or sea—depending on the class of mail—through the FPO system to the United States. Processed through one of the gateways, the mail becomes part of the domestic USPS system where military postal authorities have no control.

The five major FMCs—Naples and

FPO Mail

Below: PCI Karl Paulson logs the arrival date of a container ship slated to deliver FPO mail from overseas. Right: PCCM Doyt Ladd, a former member of the JMPA in New York, monitors outgoing parcel mail. Bottom right: One FPO pipeline comes to an end on the flight deck of an aircraft carrier in the Indian Ocean.



Sigonella (on Sicily) in Italy; Rota, Spain; Subic Bay, R.P. and Yokohama, Japan—serve as the concentration and dispatch centers for all FPO mail coming from and going to Navy units overseas. Smaller postal centers throughout Europe and the Far East assist in moving FPO mail to and from the United States.

The system encompassing FPO mail is like a jigsaw puzzle. Viewed individually, the pieces don't fit any pattern; together, they form a clear picture. The JMPAs (Atlantic and Pacific) are the foundation for the puzzle. The gateways, which encompass them, serve as the axis for the flow of mail to and from Navy personnel worldwide.

Routing information is used by the JMPAs and affiliates to get mail to fleet units deployed around the world. According to spokesmen for the FPO system, routing information provided by shipboard postal clerks is necessary to establish timely mail service to their units. If shipboard postal personnel don't keep routing authorities in-



formed of changes in port visits and operational commitments, mail service to their units is inevitably delayed.

"We generally try to get mail to a port of call no more than two or three days in advance of a ship's arrival in that port," said Clemente. "We work with the FMC and the shipboard postal personnel as closely as we can to make sure specific time frames are met."

"If a ship's schedule is changed at the last minute and we aren't informed, the mail sits in that port for additional time and then gets routed back to us, the FMC or, sometimes, to the next port of call. Either way, the mail is delayed. By the time it gets to the unit, it's probably outdated."

With correct routing information, the JMPAs are able to keep the gears of mail processing and delivery running smoothly. Once a letter enters the FPO system in the United States and is marked for its destination, appropriate transportation is chosen depending on the class of mail.

Bulk mail—parcel post and second and third class letter mail—usually moves via surface transportation. This involves a complicated web of scheduling. Bulk mail is usually containerized and shipped by sea to its destination. Delayed mail is a frequent problem because transportation for containerized shipments is scheduled

once a week or sometimes less.

At the BMC in Jersey City, N.J., a Navy postal clerk spoke over the phone to a representative of a shipping line used to transport bulk mail to overseas Navy units. The tone of his voice belied the complexity of the job he had as a coordinator of shipping mail in the FPO system.

A ship, scheduled to carry several containers of bulk mail to a Mediterranean port, was late arriving in port. The concern in the postal clerk's tone of voice said that something was wrong.



When a container ship is delayed, the mail manifested for the ship becomes old news as it waits for the ship's arrival. In this case a ship had been delayed by almost 10 days and the mail manifested on it at the BMC had been sitting in the center awaiting shipment.

The BMCs of USPS at Jersey City and Richmond, Calif., are other complicated segments in the FPO puzzle. At each, Navy and Marine Corps personnel—along with other service postal representatives—monitor the flow of JMPA mail through the centers. They confirm shipping dates for containerized mail going overseas, keep schedules of ships bringing mail to the U.S. and conduct surveys to determine the amount of time it takes bulk mail to reach its destination once it has left the BMC.

"It's also up to the BMC personnel to see that the FPO mail routed through the center moves as quickly as possible," said Postal Clerk First Class Karl Paulson, petty officer in charge of the Navy mail at the BMC at Jersey City.

By filling the large bulk mail containers to maximum and finding alternative means of transportation for containerized mail if a ship's late arrival could cause a delay in the flow of mail, the BMCs keep the mail moving.

Paulson said delays created by a lack

of available ships and containers or scheduling problems of one sort or another are frequently interpreted as poor service.

"Sometimes, while we're waiting for a container to be filled with mail, third class mail or packages at the bottom of that container may have to sit for a week or more. By the time the container is filled, shipped and received at the other end, mail on the bottom is postmarked two or three weeks earlier than the mail on top.

"It's a problem we really can't solve; we have to use available containers and fill them to capacity."

Like their counterparts at the BMCs, Navy personnel serving as airport monitors—a role that will be assumed by USPS in the near future—also make sure the mail moves as smoothly and quickly as possible. Working on a rotating schedule during normal commercial flight operations, the monitors make sure the mail doesn't get bottlenecked in daily airport operations.

"When an airport monitor finds mail that has not been put on a scheduled flight or has been overlooked, we make sure the people expecting the mail are aware of the delay. Then we get the mail on the next available flight," said Gunnery Sergeant Robert Hopper, senior airport monitor at JMPA New York.

Cruising between mammoth jetliners

sitting at terminal boarding gates, Hopper steered his black sedan toward an airliner scheduled to leave for Naples later that afternoon.

"Delays because of misplaced mail at the airport are not common occurrences," he said. "There have been times, though, that mail has been routed on the wrong carrier. When that happens it has to be taken off that airliner, put on another and forwarded on to its destination. But we keep a close eye on mail loading, so that doesn't happen very often."

Like any system that caters to a large mass of people, the FPO system is fallible. Mistakes are made and problems arise but members of both the East and West coast FPO systems emphasized that their organizations provide the best mail service they can for Navy people.

Another reason mail is delayed in the FPO system is because it is improperly addressed or because the address can't be deciphered by USPS workers. In this case mail will be returned to sender.

"The troops at the JMPAs are genuinely concerned about the sailors they work for," said Clemente. "We all know how important a letter can be. So, when a little extra effort has to be made to get the mail out, the men and women at the FPOs give it."

On one occasion, after a small support detachment of Navy personnel in New Jersey complained of erratic mail service from old FPO New York, members of the FPO staff tracked down the unit's mail—which had been misrouted during a recent change of facilities in FPO New York. Several of them loaded the mail on a vehicle and delivered it personally to the unit.

"That was a very unusual situation," said Clemente. "But, it was through the concern of the individuals here that the unit received its mail.

"In short, the FPO systems are here to do their best. Whether the customer is an E-2 or an O-6 makes no difference. We want to provide the best mail service we can."

—Story by JOI Lon Cabot

—Photos by PHC Ken George
and JOI Cabot



ALL HANDS

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1980

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Mail Buoy

Good Life

SIR: I read JO2 P.M. Callaghan's piece "Life on the Mississippi," pp. 12-19 in the June 1980 All Hands and couldn't pass up the opportunity to say how much I enjoyed it. It was a fine feature piece, flowing smoothly from a great lead to an all-too-quick ending.—Douglas P. Starr, Ph.D., N. Texas State University

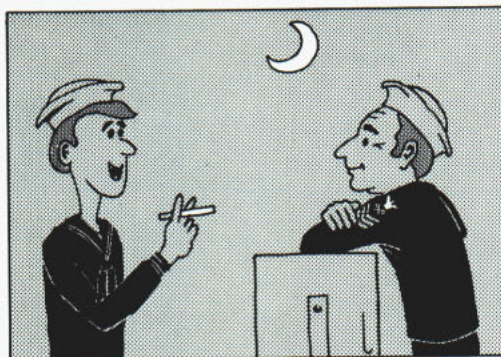
Credit Unions

SIR: Navy Federal Credit Union extends its compliments and congratulations on the August/September "Rights and Benefits" issue—a comprehensive and well-done piece of work.

But—as the largest of more than 80 credit unions which, together, serve nearly two million Navy and Marine Corps personnel (military and civilian, both active and retired) and members of their families—we find that credit unions were not mentioned until the last chapter of the issue.

Member owned-and-controlled credit unions provide a real—and too often, unrecognized—benefit to service families. They encourage thrift, provide an attractive return on savings and a convenient source of credit at reasonable rates and they furnish financial counseling. In 1979, members of the Navy-Marine Corps "family" had more than \$2 billion in savings deposited with their credit unions and an equal amount in outstanding loans. Their savings earned approximately \$16 million more than they would at other financial institutions, and their loan interest charges were approximately \$60 million less.—Vice Adm. V.A. Lascara (Ret.), President, Navy Federal Credit Union.

• *Perhaps we could have provided credit unions with greater exposure but All Hands constantly treads on the fine line between information and advertising—Ed.*



"Gotta light?"



"Sure!"



"I sir'd him to death."

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Six-year-old Missy Jablonski, the 1981 March of Dimes National Poster Child, paid a special call on Chief of Naval Operations Admiral Thomas B. Hayward, during her recent visit to Washington, D.C. Missy lives in St. Louis, Mo., with her mother and father and 9-year-old sister Nancy.

—Photo by Dave Wilson



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Supporting the Fleet • See page 32